CYCLE NEWS

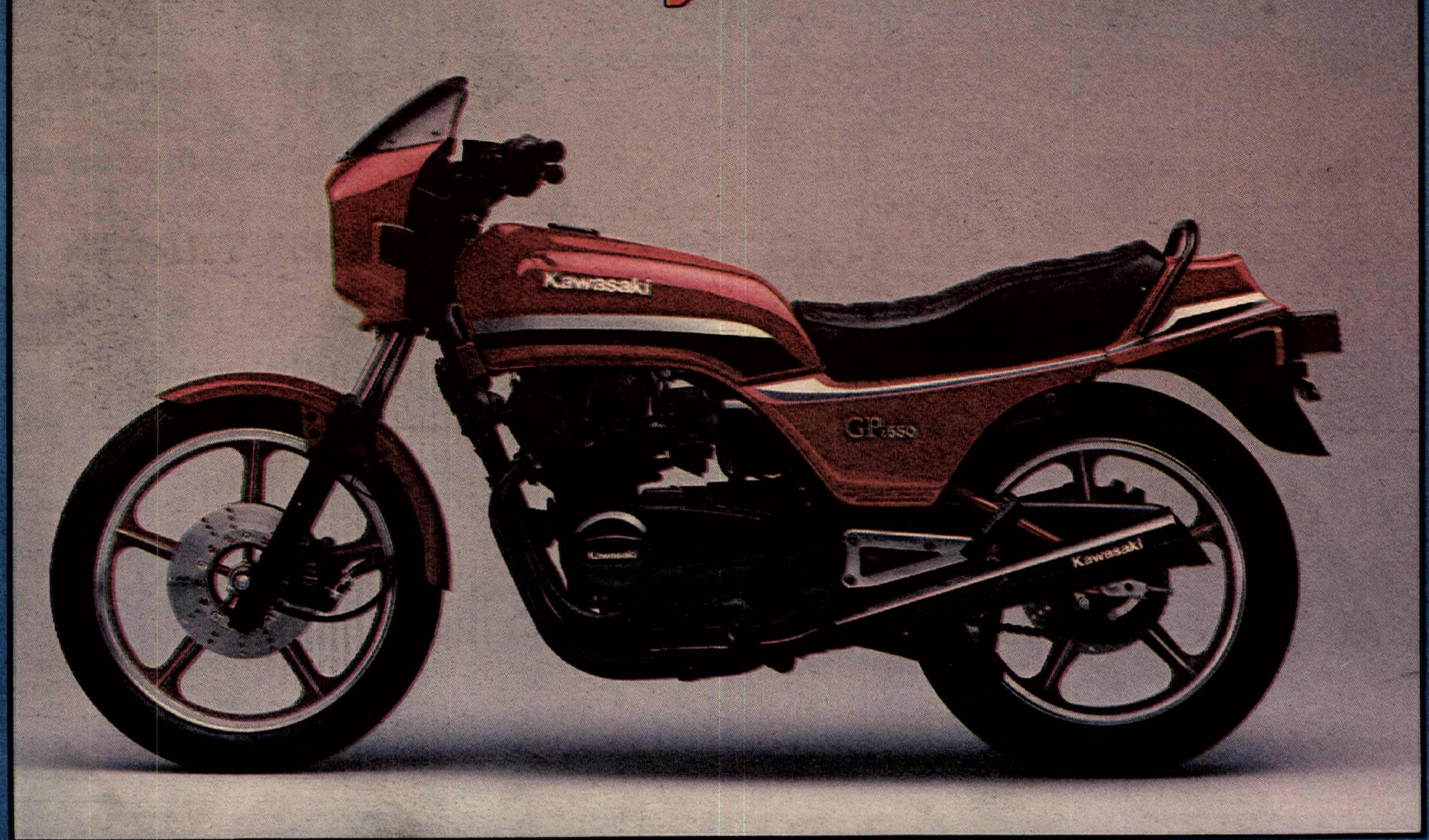
WEST Volume XVIII : Number 43 : November 4, 1981 85¢ ®

Exotic bikes shown at Paris

Hangin' out with Barry Sheene

- IDBA drags
- Elba outtakes
- Ducati Hailwood Replica test

Kawasaki's new Uni-Trak GPz550 leads '82 early release models



AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER

The CR480R. The only race it didn't win was the one back to the drawing boards.

ALWAYS WEAR A HELMET AND EYE PROTECTION. © 1981 American Honda Motor Co., Inc.

Danny Chandler completes sweep of Trans-USA Support Series.

After the Trans-USA Support Class Series wound to a close at Hangtown last weekend, the competition still had some racing to do.

Back to their drawing boards.

Because Danny Chandler rode a 1982 production CR480R to easy overall wins in all five races, staging a spectacular return to motocrossing's limelight. He finished first in eight of ten motos and, despite Magoo's reputation as a motorcycle mauler, the Honda CR480R breezed through the series flawlessly. And when the dust cleared, the top three finishers in the final point standings were all aboard CR480R's.

In fact, six of the top ten finishers were on CR480R's. Which left very little doubt about who'll have the best open class production bike this year.

But the best part of all this isn't Honda's total domination of the series. Nor is it Chandler's remarkable comeback.

The best part is that, unlike most of the bikes you read about in ads like this, you can get a CR480R of your very own.

Trans-USA Support Class Final Standings

1.	Danny Chandler	Honda	240
2.	Jim Ellis	Honda	185
3.	Larry Wosick	Honda	179
4.	Jeff Hicks	Yamaha	168
5.	Rich Coon	Honda	150
6.	Mike Brown	Honda	118
7.	Arlo Englund	Yamaha	89
8.	Ron Sun	Honda	87
9.	Eric McKenna	Yamaha	80
10.	Kenny Keylon	Yamaha	78

HONDA

FOLLOW THE LEADER

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America's weekly motorcycle newspaper

Sharon Clayton, Publisher
Caroline Gendry, Executive Secretary to the Publisher.
Victoria Smith, Advertising/Editorial Assistant.

Editorial
Dale Brown, Senior Editor. Mark Kariya, Editor. Lance Bryson, Editor.

Advertising
Skip Johnson, National Sales Manager. Terry Pratt, Sales Manager. Duane Johnson, West Sales Manager. Linda Brown, Advertising Coordinator.

Graphics and Production
Kristin Cooper, Graphic Artist. Donna Shipman, Assistant. Marion Hatashita, Typography. Dennis Greene, Laboratory.

Accounting
Mike Klinger, Manager. Donna Bryan, Accts. Receivable, Shelly Zaionz, Asst. Accts. Receivable. Terry Dailey, Credit Manager.

Circulation
Rheba Smith, Manager. Michelle Bernier, Sarah Taylor, Laura McQueen, LaNette Vassar, Assistants.

Want Ads
Jocelyn McMunn, Want Ad Sales.

Services and Support
Chris Aitcheson, Receptionist. Gregory Hanson, S&S.

West
2201 Cherry Ave., Long Beach, CA
P.O. Box 498, Long Beach, CA 90801-0498
(213) 427-7433; L.A. Line 636-8844.

East
4190 First Ave., Tucker, GA. P.O. Box 805, Tucker, GA 30084-0805.
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ON THE FRONT PAGE: Kawasaki's racy GPz550 heads their stage two '82 model release with Uni-Trak suspension as its biggest change. Other models are also pictured beginning on p. 10. Photo courtesy of Kawasaki.

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VOICES

Malcolm — no connection with Chapparal

This letter is to explain that Malcolm Smith, Malcolm Smith Products, or Malcolm Smith Motorcycles has no connection with a retail brochure displaying some of my products and product lines. The company that mailed the brochure is Chapparal Discount Cycle Supply, a division of Ocelot Engineering, in San Bernardino, CA. Ocelot currently buys from us at full dealer pricing. There are no additional discounts allowed. They have taken pages from my catalog and reproduced them in the mailer without permission.

We just want all of our customers to know that we have no desire to, and will not sell through discount mail-order ads or brochures.

If you have any questions regarding the above you may contact me personally.

MALCOLM SMITH
Riverside, CA

Debbie sez thanks

I would like to take the time to thank the following people who have supported my racing this year. It is a pleasure to race for and promote these fine companies who have supported me 100%, and their support is greatly appreciated.

They are: Hallman Racing, Super Seer goggles, Terry Cable, NGK plugs, Motovation Products, Condor Products, Spectro Oils, Richter Products, Trivic sprockets, Joe Jones, Joe Wilson, Hi-Point Racing and Ceet Racing. Thank you all!

DEBBIE MATTHEWS
Women's Nat'l #7
Santa Ana, CA

Thanks from John's kids

My son and daughters are just completing a very successful 1981 mini-cycle racing season. I would like to take this opportunity to thank all the fine sponsors who made this possible: Danny's Machine Works, Hallman Racing, Super Seer goggles, KRW helmets, Thermo Tech Welding, and a special thanks to Cliff Lett of Yamaha Competition Support.

JOHN CONNEY
Father of John K. and Jamie Rose Conney
El Cajon, CA

Upset half mile rider

Subject: Ascot D-37 half mile run by the Lightweights M.C. on Oct. 16.

To start off:

1. Sign up was from 3 to 5:00 p.m. on a weekday. did you not realize that so many people like myself had to leave work early and lose income?
2. The rider entry fee was $14 plus a $6 pit pass. This is fine if you're going to win money or a *trophy*.

To spend $40 or $50 for a night of racing would be fine if we got something worth keeping for recognition. We took first place in the 750cc Amateur class and in return received a wooden plaque with a sticker which may stay attached for at least a week. Their were at least 200 entries at $14 per rider with no insurance.

A lot of us ride different districts. For instance, District 35 has beautiful *trophies* and some kind of rider's insurance with just about half the amount you asked for in entry fees.

RICK D. KILLIAN
Anaheim, CA

Grandma Duckbacker's back

It's that time of the year again, folks. Thanksgiving weekend and the 1981 Barstow to Vegas trail ride.

The Barstow to Vegas trail ride is an important happening to me personally. In my orderly and well regulated everyday life, of trying to be civically and politically involved, there are few opportunities to protest anything. The Barstow to Vegas trail ride is my opportunity to protest; a protest that I want the California desert as a part of my life. Since we only have the chance once a year to recreate with a few friends and family in my desert, I resent being shut out of it by any group of people who want it for their exclusive use, and who also denigrate our motives (the BLM and the Sierra Club, et al).

There are compromises which have been presented by, among others, the Phantom Duck of the Desert, Son of Desert Duck and Thumper Freak. The "others" won't accept compromise and want it all. I resent that they want my little space. Can't we share it? There is a lot of space out there. I personally intend to continue with the tradition of my family, since 1971, of celebrating and giving thanks, *in my desert, for my desert*. Can't we celebrate together folk?

GRANDMA DUCKBACKER
Quack, Quack

Colorado racer fed up

Two recent items in *Cycle News* really stuck in my craw. One states that Rudy Galindo (ex-AFM) plans to have an endurance race in Colorado next year. We placed third in class (750) and 10th overall at the '81 AFM 6-Hour and after three months of hassles have not received one penny of prize money which was promised as being about $750. This doesn't sound like much and isn't compared to what we spent to come a long way, show off some Colorado talent and go home empty handed with a long drive ahead and not even a chance of having the feeling of "we did good" to have with us. Results weren't "official" for three weeks!

If Rudy or any other AFM people think that they can bring their stalling tactics and demonstrated policy of "no results, no money" (except to locals) to Colorado, then they have a surprise coming.

I've worked for Colorado road racing for 14 years, and others have put in nearly as much, and we will not stand by to see anyone "Californicate" Colorado road racing or the MRA. AFM, where is our money? Dunlop, where are our tires? California, where is your racing at, or is this just "how they do it in California?"

And to "Jomo" of Team Bozo who took exception to the AFM being criticized for lack of scoring: The problem wasn't in each team's scores; it was that the AFM didn't provide a working universal time clock for all of the team's scorers to use! And as for Ms. Shopher having to score correctly for everybody's missed laps, the way it's done around here is if *your* scorers miss *your* lap, *your* team is down a lap. Quite simple and timely, actually.

NORM MEYER
1981 MRA #1
Conifer, CO

Thanks from a champ

I would like to thank the following for their support this year in helping me to become the 1981 125cc Amateur National Motocross Champion: Busche's Yamaha of New Haven, IN; the Yamaha Support Department; LOP Racing; Hi-Point Racing Products; Barnett Clutch; Duckworth Chain; Champion Saprk Plugs and Bell Helmets. Also, The Traction Action Motocross Track, Granny, The D. Nichols Race Team, The H of H Gang, Team Symie, my family, friends and competitors receive my appreciation.

Thank you very much.

CONNIE FEIST
125cc U.S. Amateur
National MX Champion

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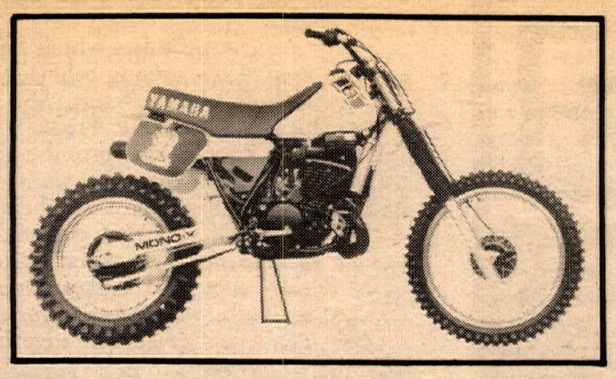

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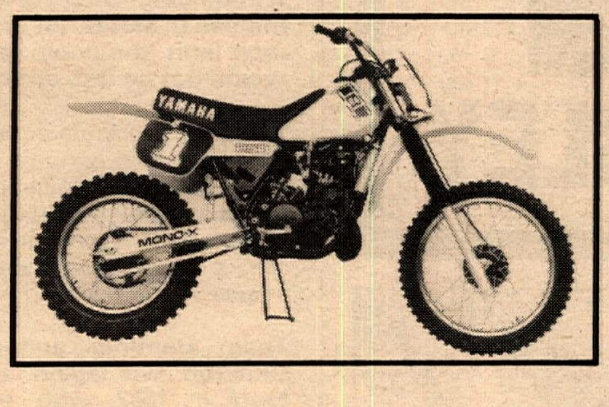

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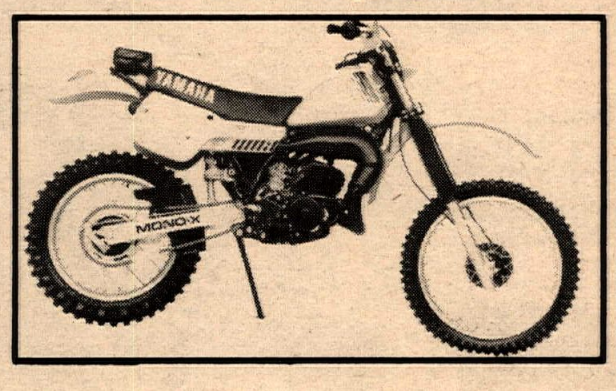

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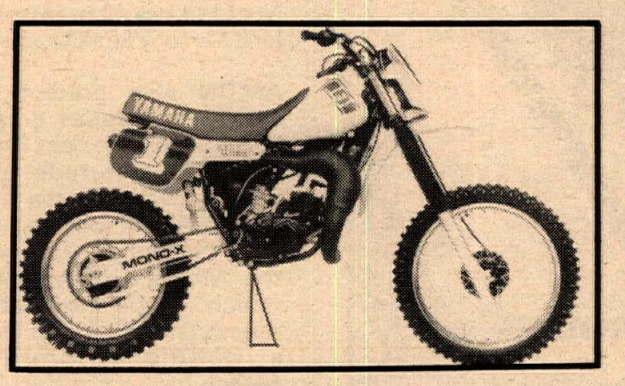

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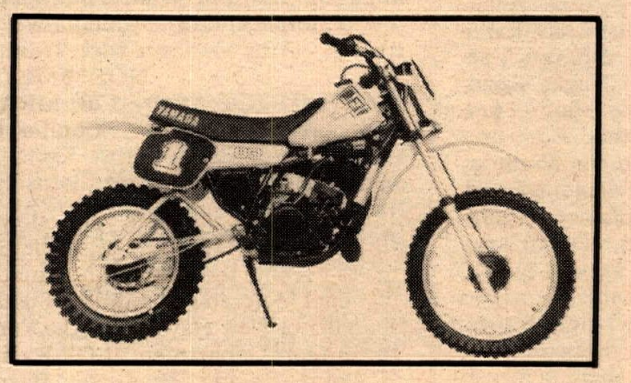

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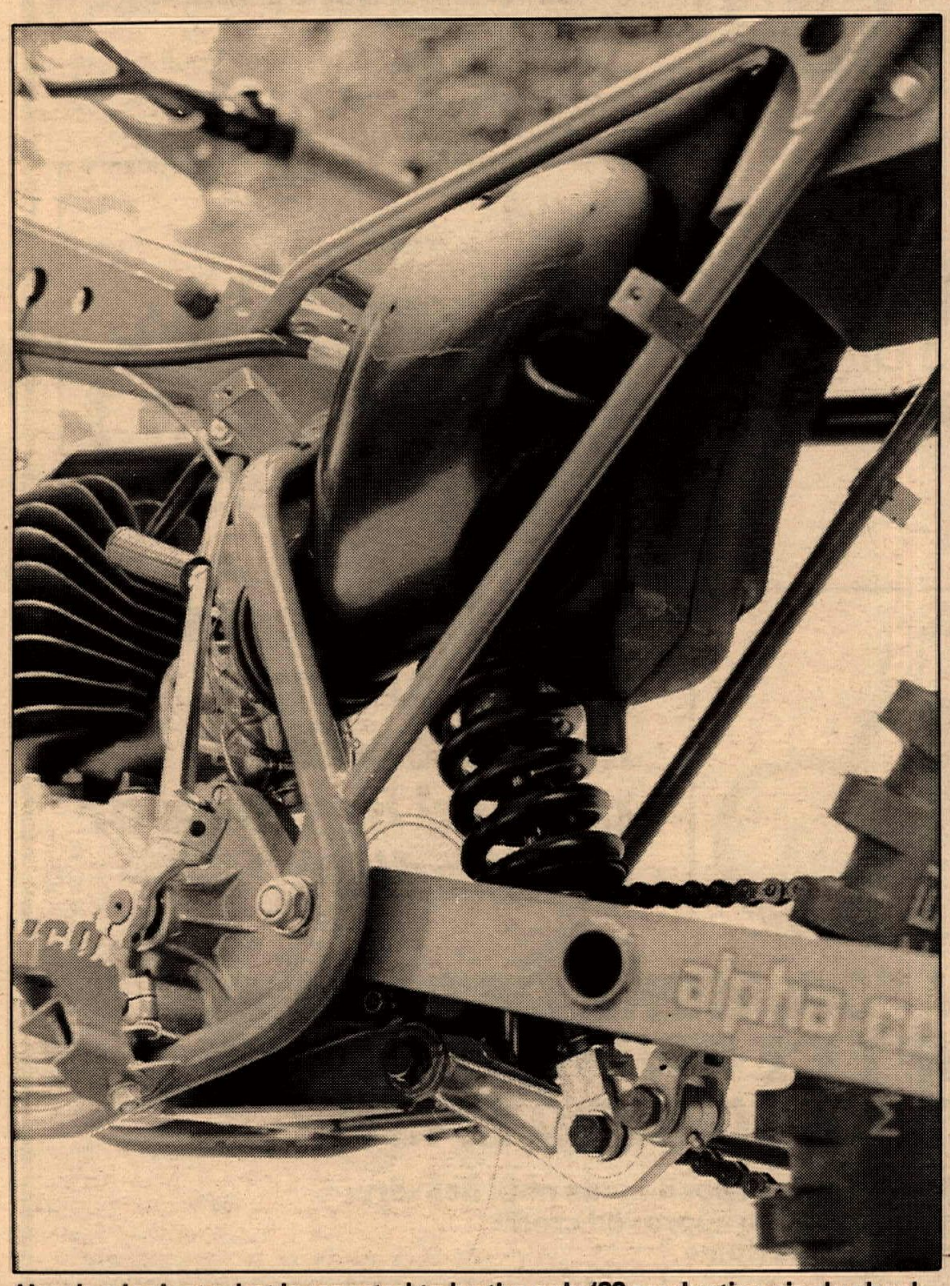
THE LATEST POOP

BY PAPA WEALEY



Here's a look at what is reported to be the only '82 production single-shock 490 Maico in the country. Dubbed the Alpha Control, the rear shock mounts to the frame on top while the bottom mount connects to a linkage system located underneath an all-new swing arm. The carb no longer has a straight shot into the cylinder; instead, it angles in from the left and around the Corte Cosso shock (a reservoir is mounted on the front down tube).

The Mt. Baker M.C.-hosted National Enduro at Bellingham, WA, on Oct. 25 saw Team Husky riders sweep the top three spots. Mike Melton and Terry Cunningham both lost three points, but Melton edged out Cunningham for the overall by six seconds. Dick Burleson took third at four points with Yamaha's Larry Roeseler dropping five. Over 140 riders competed in the event. Complete coverage next week.

***Dirt Bike* Magazine's Tom Webb was to have ridden the Mt. Baker National, but the 430 Husky he was supposed to ride was stolen from the back of the Husky van while parked in the Holiday Inn parking lot in Bellingham the Friday before the enduro. In addition, most of Dick Burleson's equipment was lifted, including eight pairs of his riding glasses which forced him to ride with his "street" glasses.**

"Bad Brad" Lackey will be competing in The Superbikers race at Carlsbad on Nov. 1. America's most successful 500cc MXGP rider will ride a White Bros.-modified Suzuki RM465. Also, Andre Malherbe, who was listed on previous Superbikers advertisements, will be unable to compete due to still-lingering injuries. Graham Noyce will take his place. World 500cc Road Race Champ Marco Lucchinelli will be another no-show, due to contractual problems. We will have complete coverage of The Superbikers extravaganza next week.

Here's an interesting item we heard on the radio last week: Montana's State Supreme Court has ruled that the state's 55 mph speed limit is unconstitutional. However, due to Federal law that requires withholding of Federal highway monies to states not enforcing a 55 mph limit, the court said its ruling would not go into effect until 1983.

Yamaha's 1982 motocross team will see four riders getting works bikes, with another six mounted on production machines. Negotiations with the riders were still going on at press time; the complete squad should be announced by next week.

Team Hammer announced that Chevron will again sponsor the team in 1982, with an improved package. "This year is going to be a serious effort as opposed last year, which was kind of OK," said John Ulrich, who shares riding duties with Bruce Hammer. According to Ulrich, Team Hammer will compete in the Budweiser 500 endurance race series and selected World Championship events.

According to *Australian Motor Cycle News*, Americans Broc Glover, Marty Moates, Warren Reid and Jim Gibson will be heading Down Under for supercross races in Melbourne and Sydney in the two weekends following the Nov. 14 Coca-Cola Supercross Finals at Jack Murphy San Diego Stadium.

AMCN also predicts that Moto Morini will debut a turbocharged 500cc V-twin at next month's Milan Show. It reportedly produces 71 horsepower, 10 less than Honda's CX500 Turbo, but also weighs less than the Honda. The wastegate on the Morini's Japanese IHI turbo, which will be mounted behind the rear cylinder, can be overridden by a handlebar-mounted toggle switch.

After a few dozen phone calls Papa thinks he'd better clear this up: The *Cycle News* Barstow to Vegas Road Ride and Poker Run is just that — *not a race*. Officially it's a road ride, but anyone can sign up, and the $5 entry fee gets you a super three-color participation pin as well as a chance to help the Phantom Duck of the Desert and the AMA Legislative Support Fund, who receive money from this event. At the finish, the Union 76 truck stop at the Blue Diamond Rd. off-ramp in Vegas, entrants who get there before 3 p.m. will draw five cards and the best poker hand wins $150, the second best $100, and the third best $50. Lots of product awards will also be drawn for, and riders can be involved in that as soon as they get there. For details, mail entry, etc., check out the ad on p. 35.

The AMA California State MX Championship event at Saddleback has been enlarged to a two-day event to be run Nov. 21-22. All Mini, Novice and Intermediate classes run on Saturday, with all the Pro, Women's and Vet classes going on Sunday. Ought to be a good one as riders from northern California square off against the southern California contingent.

Husqvarna recently announced their '82 motocross team with the newest member being Michigan's Kris Bigelow who will contest the 250cc Nationals. Bill Grossi returns to race the 500cc class while Mike Guerra signed again to go for the 250cc World Championship. Husky will again have a rider support program in '82, though details have yet to be worked out.

Roost Factory riders Rick Maki (Suz) and Tim Lunde (Yam) wrapped up the Continental Motosport Club number one plates for the 125 and 250cc Pro classes, respectively, at Carlsbad Raceway on Oct. 25. Way to go guys!

The site of the AMA National enduro on Nov. 1 has been changed from Gorman, CA, to the desert site Red Mountain, reportedly due to high fire danger in the Gorman area.

Del Taco will be selling spectator pit passes for the Coca-Cola Supercross Finals in San Diego Nov. 14. The passes cost $1.01 and are available at any participating Del Taco. The pits will be open for these pass holders on Saturday night from 4-7 p.m.

Maico USA has announced that it will have rider support program for 1982, called Team Alpha Support '82. Interested riders should send their '81 race results and a resume to Maico West USA, Team Alpha Support, 110 E. Santa Anita Dr., Burbank, CA 91502.

Ascot's 1981 Long Track Speedway Championship will be a one-night affair on Friday, Nov. 6. A 36-rider field will compete on the half mile in six-man Scratch heats. Riders attending include new World and U.S. champ Bruce Penhall, Rex Staten, Dennis Sigalos, Bobby Schwartz and the Moran brothers. For more info call Ascot at 213/321-5323.

There was a lot of controversy surrounding the Oct. 10 Check Chase, but it was all generated by the Sierra Club. The Sierra Club charged that the Checkers had violated an agreement between the two groups, but the BLM responded that *it* was responsible in that matter. The BLM also said that field checks made immediately after the event showed "no significant impacts." "The BLM is 100% behind the Check Chase," said Needles Resource Area Manager Dick Crowe.

HosPITal STOP: District 36 number one cross country rider John Haaker crashed at the Oct. 18 European Scrambles at Sand Hill Ranch and sustained a badly broken left ankle which required surgery. John will spend the next 10 weeks aboard crutches, and if all goes well, should be riding again by the early part of 1982.

In coverage of the CZ World Championship a few weeks ago, we gave credit to the wrong oil company for providing product awards. Spectro Oil was the company that donated the oil awards.

Correction on the coverage of the Westwood road race in British Columbia two issues ago: Dave Roosevelt won the 750cc class on a Honda, not a Kawasaki as was listed.

Gale Webb, a succesful motocrosser in the southern California women's racing scene, is featured in the TV show *You Asked For It*, which will air in the Los Angeles area on Thursday, Oct. 29 on Channel 9 at 7 p.m. The segment

is entitled "Mom on Wheels." In addition to MXing, Gale does a sports safety show at shopping malls and other sites, featuring a cross section of motocross, bicycle motocross and skateboarding. Gale will be doing her show, with guest Larry Huffman, outside the Jack Murphy San Diego Stadium prior to the Coca-Cola Supercross Finals on Nov. 14.

The Oakley 0/20 Goggle atack is on in '82 with the likes of Andre Malherbe, Bruce Penhall, Marty Smith, Johnny O'Mara, Neil Hudson, Jeff Ward, Rick Burgett, Denny Bentley and now Mark Barnett joining the ranks of the Oakley invasion.

Gary Denton has replaced Ron Turner as Suzuki's MX test rider. Turner has moved on to Honda.

A motocross on a track that's never been raced on before? An impossibility these days, you say? Well, on Nov. 1 the Dirt Diggers M.C. will be hosting a motocross on a brand new track up in the Lake Isabella area near Kernville, CA. It'll be a D-37 points paying affair, with action getting underway at 9 a.m. Check the Calendar section for more details.

The Phantom Duck of the Desert's lawsuit against the Bureau of Land Management, like everybody else's suit against the BLM, seems to be hanging in limbo. The suit was scheduled for an Oct. 5 hearing with the trial set to go on Oct. 21, but Judge Matt Byrne granted a U.S. government request and transferred the case to Judge Wallace Tashima, who is hearing the AMA/Noc/Inyo County, etc., suit against the BLM Desert Plan. At last report, Tashima was on vacation.

Kawasaki is posting $5000 in contingenc money for a Kawasaki-powered short track Expert class winner at the Winston Pro Series short track events at the Houston Astrodome (Feb. 6-7) and Santa Fe Raceway Park, Hinsdale, IL, (Aug. 13). In order to qualify for the contingency you must win the short track event with a Kawasaki engine, paint the tank and seat pan/fender Kawasaki racing green and sign the contingency claim form and publicity release. Kawasaki will have a limited number of the KX 250cc B-1 right hand engines available from Kawasaki dealers in November.

With the MidWest ATV Championships coming up Oct. 29-Nov. 1 at Knoxsville, IA, Honda and Yamaha both are jumping up and posting contingency money. Yamaha's offer: 125cc Stock class, $250 to win; 130-245cc Stock class, $400 to win; 130-245cc Modified class, $400 to win. Tri-motos must be Yamaha powered, yellow in color and the Yamaha name must be visible. Honda's contingency plan covers all three-wheel classes, both Stock and Modified, paid by overall finish in class. Honda powered ATCs only, first $100, second $80, third $60, fourth $40, fifth $30 and sixth $20. First three in each class regardless of make will receive a Hondaline jacket for first. Hondaline gloves for second and Hondaline goggles for third. For more info on the race call 319/498-4516.

Pernod of France, the sponsor of this year's SCORE Baja 1000, will sponsor a five-race SCORE off-road series in '82. The races are all of SCORE's major cross-country races: the Parker 400, Mexicali 250, Baja International, Barstow Classic and Baja 1000. The series will be known collectively as the Pernod Off-Road Grand Prix Series. What Pernod produces, by the way, is an 86 proof spirit anise. That means, we think, that it can be sipped as an apertif or mixed with a variety of beverages.

Are there any AMA Novice or Junior Pro riders who need to sneak in just a few more advancement points before the end of the year? Take heart and be at Ascot on Nov. 1. The Lightweights M.C., who will be running a D-37 TT on the long course, have obtained a Novice/Junior Pro sanction and will be running those two classes in addition to the regular Amateur card. There'll be a $600 purse and the Lightweights intend to run a scratch program for maximum points. For all the inside scoop, call Ed Carroll at 213/371-7356.

With the Coca-Cola Supercross finals coming Nov. 14th in San Diego, California Racing Club will be having their Amateur program on Sun. Nov. 15. To be run with the bikes are three three-wheel classes, 0-200cc, 201-250cc and Open. Honda will be posting a contingency program, and over $900 will be paid out. For more info call 213/830-7519. Entries are limited.

Team Suzuki is planning to add a bit of spice to next year's Florida Winter-AMA MX Series. Mark Barnett and Suzuki's newest teamster, George Holland, are planning to be on hand for two rounds before heading to California to prepare for the Anaheim Supercross opener. Denny Bentley will head to California and ride in the Golden State Series to get some hard track training.

HosPITal STOP: Three-time 250cc National MX Champion Tony DiStefano will undergo the first of two eye operations on October 21. He is trying to regain vision after injuring his eye in a shop accident over a year ago. Send him a card or letter at 1230 Radcliffe Street, Bristol, PA 19007, or call 215/785-0873.

Kawasaki's Team Green will be sponsoring the 10th Annual AMA Florida Winter National Minicycle and Schoolboy Olympics on November 26-29 in Ocala and Homosassa Springs, Florida. Pre-entry is $15 for the first class entered in each event and $10 for the second class in each event. The pre-entry deadline is November 16. Last year over 1,000 entries from 29 states competed in the event which offers short track, TT, MX and hare scrambles races. Send entry fees to Winter Nationals, 6430 16th Street North, St. Petersburg, FL 33702, or call 813/577-3147 for more info. A copy of each rider's birth certificate must accompany each entry.

Trials veteran Sammy Miller recently scored his 950th trials win, aboard an Aprilia. Asked about his announced goal of 1,000 victories, Miller replied, "The Aprilia is going well, but the Miller chassis is getting a bit rusty."

Marsha Felton has been named the Western representative of *American Motorcyclist*, the official AMA magazine. Marsha recently moved her business, Marsha Felton Promotions, to 702 Washington St., Suite 26, Marina Del Ray, CA 90291, 213/306-4993.

Russ Darnell, motocross school professor, called to say that National Number 85 Jeff Hicks who finished 4th in the 500cc support class at the Trans-USA series and MX rider Jeff Barley are currently Russ' house guests and "enjoying" some intensive training. Russ says that the Darnell MX schools will be traveling to South Africa, the Phillipines, South America, Sweden and Denmark in 1982, bringing the total number of countries visited by the school to 46.

J.R. Kelley of KK Motorcycle Supply is organizing efforts to provide financial help to injured Winston Pro Series star Hank Scott. In addition to starting a cash savings account for Hank, KK is organizing a charity raffle. For more info, contact KK Motorcycle Supply, 431 E. Third St., Dayton, OH 45402, 513/222-1303. Meanwhile, Hank was released from the hospital Oct. 22 after an operation to put a seven-inch steel pin in his left leg. He is reported to be in good condition and feels that he may be back racing by mid-1982. •

THE NATIONAL PAPERS

Fate often plays games, tricks and takes unusual turns in motorcycle racing. Being at the right place at the right time, both on and off the track, can often dictate winning or losing, a good season or a bad one.

Hank Scott is one of the most recent to come to mind. A year ago he won five major events, more than any other rider, and still did not win the title.

This year, he won three events, more than all others except one, and again he did not win the title.

Hank has long been one of racing's good guys, a clean rider who never got in anybody's way and one that fell down very few times over the past 10 years.

His only problems seem to come in his many disputes with older brother Gary. To a certain degree, those of us involved in announcing and the cycle press perhaps made it sound much more torrid than it really was. It is called "hype."

Total peace was declared before the '81 race season started, and now that I look back, it might not have been for the best, at least as far as Hank is concerned.

Hank, you see, has been for several seasons one of the best mile track riders in competition, and in addition, his half mile machines were always very competitive.

Like Gary, Hank has had the assistance of several tuners and helpers over the years, and in some cases, when a tuner would leave Gary, he would join Hank, or leave Hank and join Gary.

So with a total commitment to brotherly love, the Scott brothers set out this past season to go after the title, something that Hank has never had and Gary has had once.

Both were in contention for that title for two-thirds of the season. Then Hank fell by the wayside for various reasons and Gary was on his own to make the run against defending champ Randy Goss and big buck rider Mike Kidd.

The word was out most of the last half that if required, Gary would ride one of Hank's fast and reliable machines. If Gary had been on one at Syracuse, he would have won the title. If he had been on one at San Jose, he would have again wrapped up the title. He was not.

So it came down to the final race at Ascot on the half mile, a track that Gary has been racing on since 1970, winning many, many National TT races but only once on the half mile.

Gary swallowed his pride and common sense prevailed to the degree that he asked for and obtained Hank's best half miler. Hank was to ride Gary's machine.

Fate had taken the first step. The second step of fate came in time trials. Gary was out early with a good solid front row qualifying effort.

Hank was also out early with a good run, but the clocks started acting up, and he was told to take another run at it.

Now Ascot has never been race-ready during time trials, especially when the sky is cloudless and the sun is bright. That's the way it was on this specific evening.

Hank went again and was sailing along until coming out of the final turn heading for the flag. He got into a tank-slapper that was a "10" on anybody's scale.

The bike did all sorts of things, including throwing Hank to the ground. Then the machine started whopping on Hank. It was a bad one to say the least.

One of the first to Hank was Gary. Hank was in pain, a lot of pain and was vocal about it. But his last words to Gary were, "This is the worst handling bike I have *ever* ridden!"

Gary was shaken, of that there is no doubt. It is not the kind of thing you expose yourself to prior to going out and taking aim on the title.

Hank was taken to the emergency hospital nearby. One never goes to an emergency hospital on a Saturday night in a city the size of Los Angeles. They are booked to capacity with every type of injury listed and some that are not.

A few days later, Hank was flown to his hometown — Findlay, OH. He has said, like most racers do at the time of injury and hurt, that he will never race again, even if he can.

You see, Hank has a broken arm, leg, hip and pelvis. Even if he wanted to race at this time, he could not.

Hank has been winning National events since 1974 and has a total of 14 major wins, more than any other rider who has never won the Grand National title. This translates to the fact that he has given many of us for many years a maximum effort with style, ability and a touch of class. Now he could use our help.

The plane trip home cost close to $7,000. The doctors in Los Angeles estimate that it will take around $30,000 before Hank is well enough to again go back out on a race track and win.

Several groups and individuals have come to the front to help Hank and his wife after his only major accident in all those years of racing. Hank just was in the wrong place at the wrong time on the wrong motorcycle.

Hank is a born-again Christian who has stated many times that the Lord is with him and watching over him. But faith alone will not pay hospital bills.

Hank Scott has always been open about his beliefs and faith. Now is the time for some of us to show our faith in one fine racer who may or may not race again.

Send any size contribution to: Mel Barda, 14402 Raintree, Tustin, CA 92680. Be sure and include your name as this is for a "money tree" that will be sent to Hank very soon.

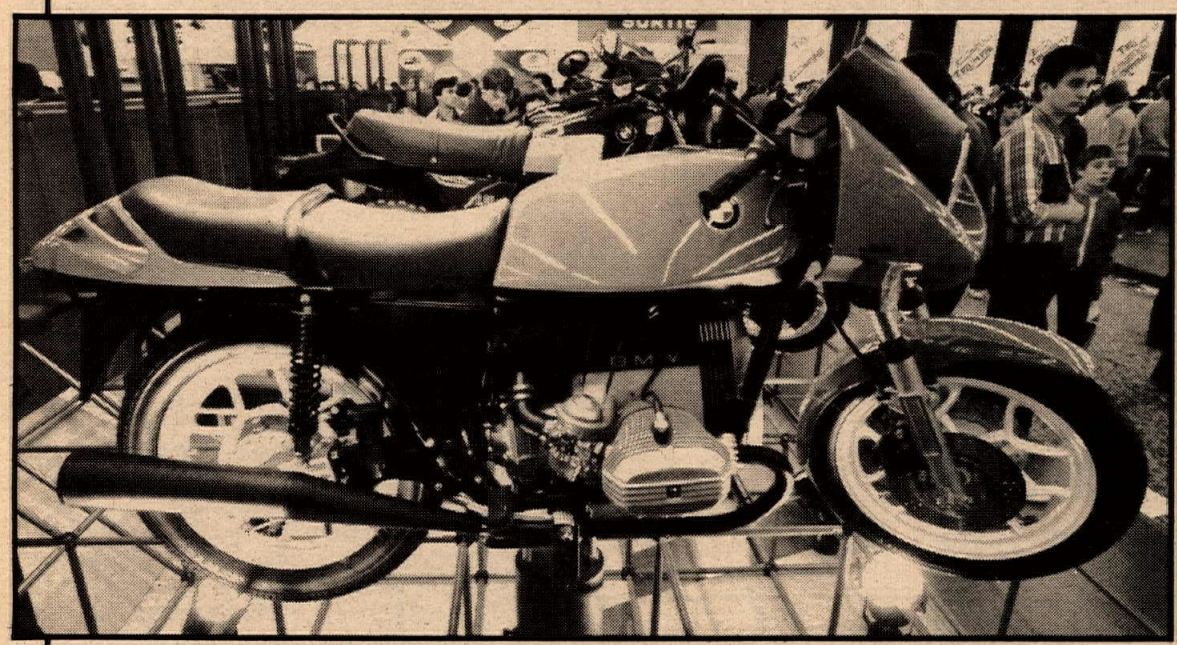
Remember, Hank was trying to be a good guy. Now we get a chance to be one for him.

Roxy Rockwood

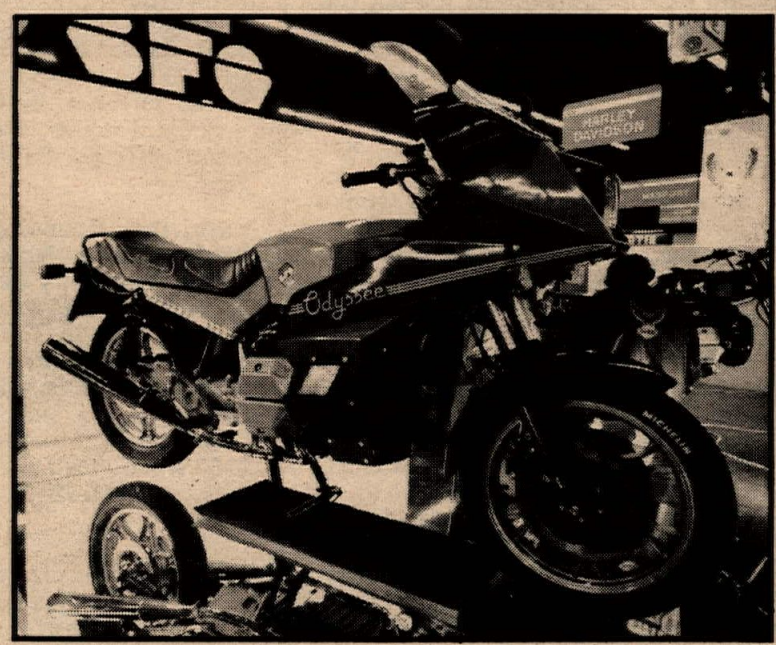
68th Paris Mo

Photos by Henny Ray Abrams

Over 200,000 motorcycle enthusiasts took in the 68th Paris International Cycle and Motorcycle Show which was held from October 2-11 at the Exhibition Center, Porte de Versailles, in the capital of France. Over 500 exhibitors, a 10% increase over last year's show, displayed their products. 305 of the exhibiting firms were French, 97 were Italian, 31 British, 19 German, 10 Spanish, 14 American, and 19 Japanese. Some of the highlights of the show are pictured on these pages.

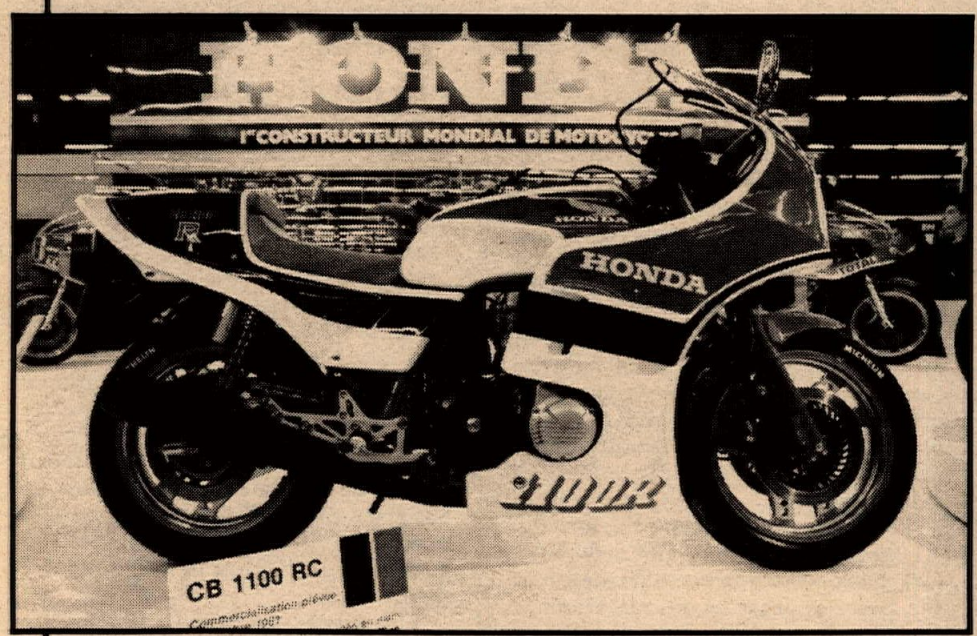


BMW's R 65 LS lists for 24,740 francs, or $4,418. It's reported to weigh 407 pounds, do 60 mph in 5.8 seconds, and to have a top speed of over 105 mph.

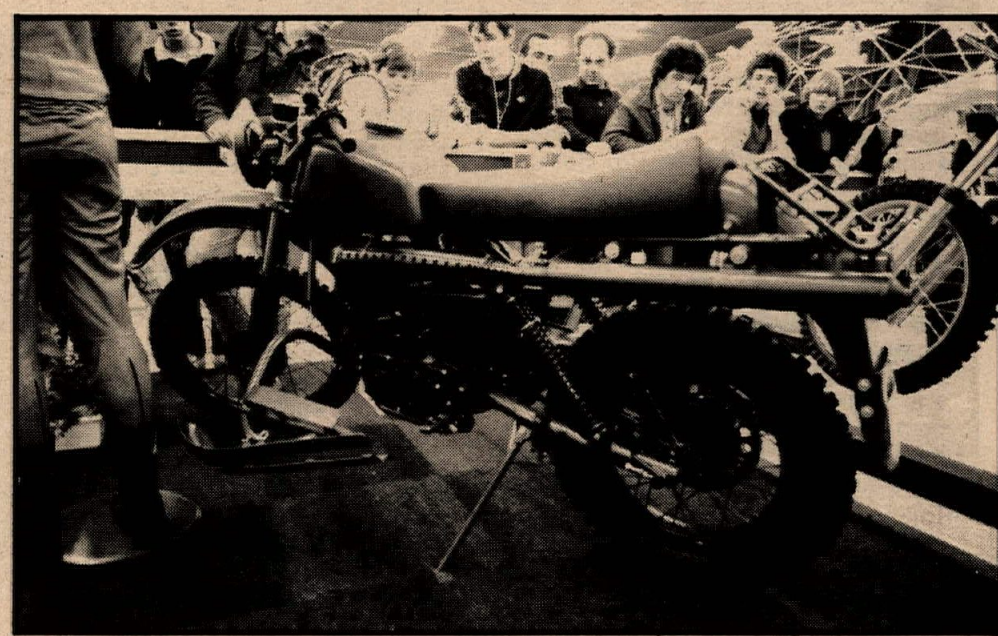


The French made BFG Oddyssee lists for $5,500, has a claimed weight of 583 pounds, and has a 1,299cc four-cylinder engine.

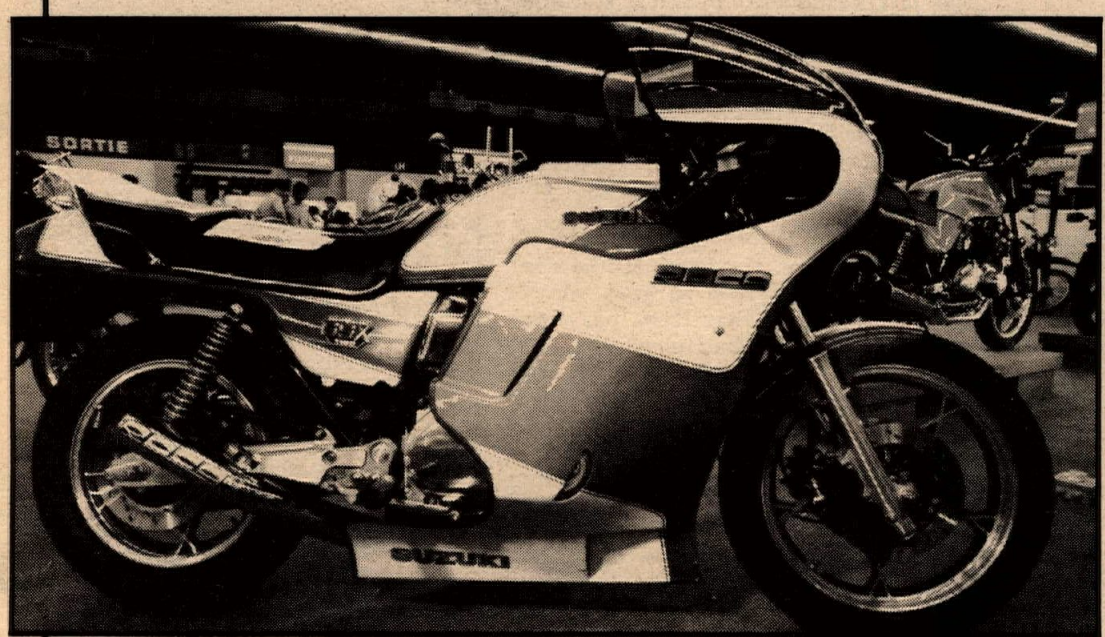
Honda's CB1100 RC will be available in Europe in December and carries a price tag of $7,791.



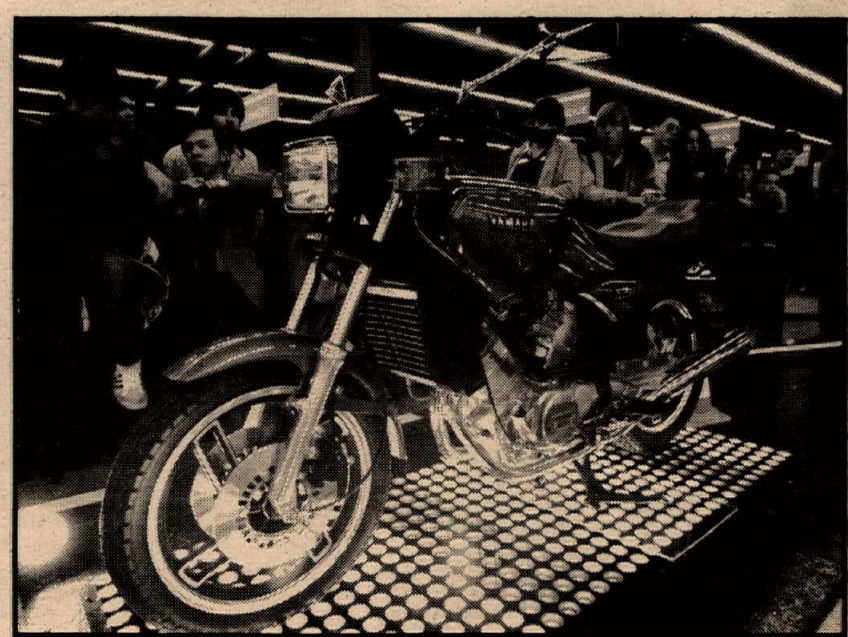
This one is supposed to last for 15 years. It's Husqvarna's Automatic 250 MP, with four speeds and made to carry 440 pounds of cargo.



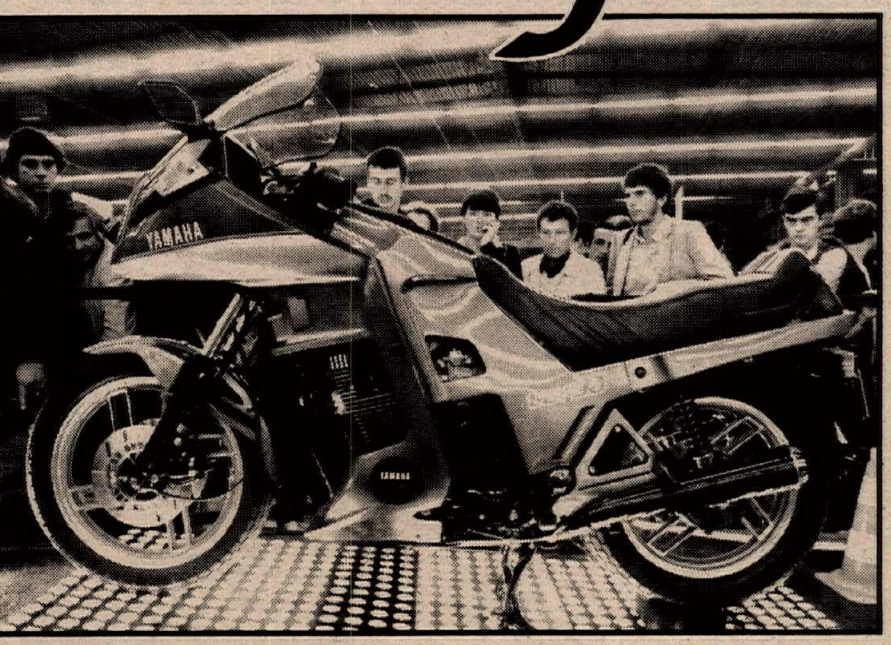
Here's Suzuki's European version of what you could be taking to the track. It's the GSX 1100 RACE.



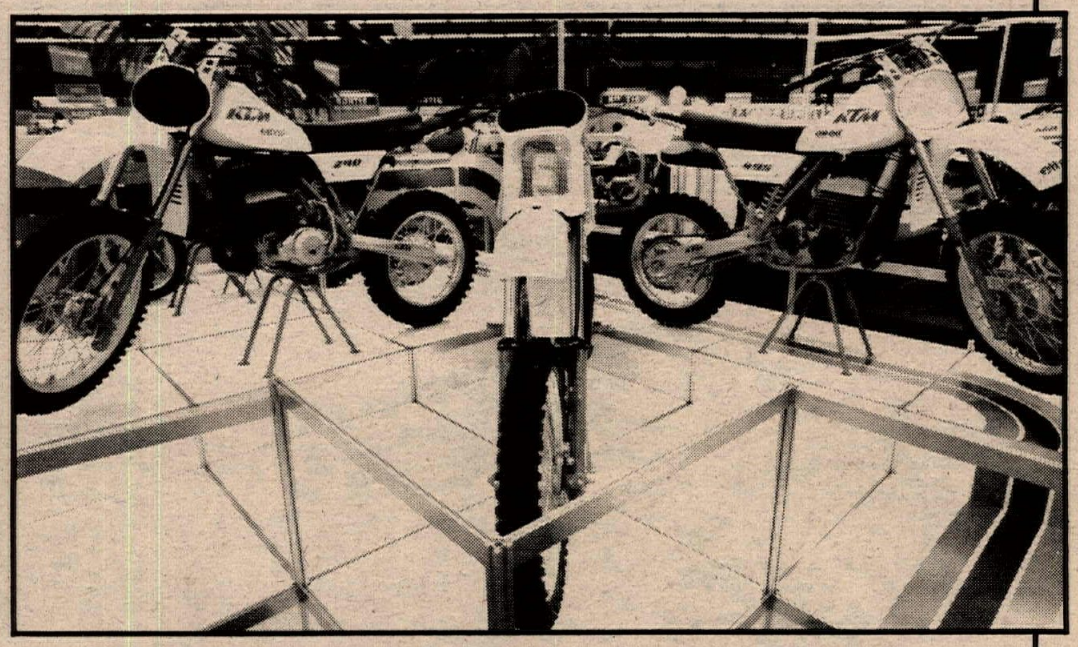
Yamaha prominently displayed their XZ 550, a V-twin with water-cooling. Note the large radiator.



torcycle Show

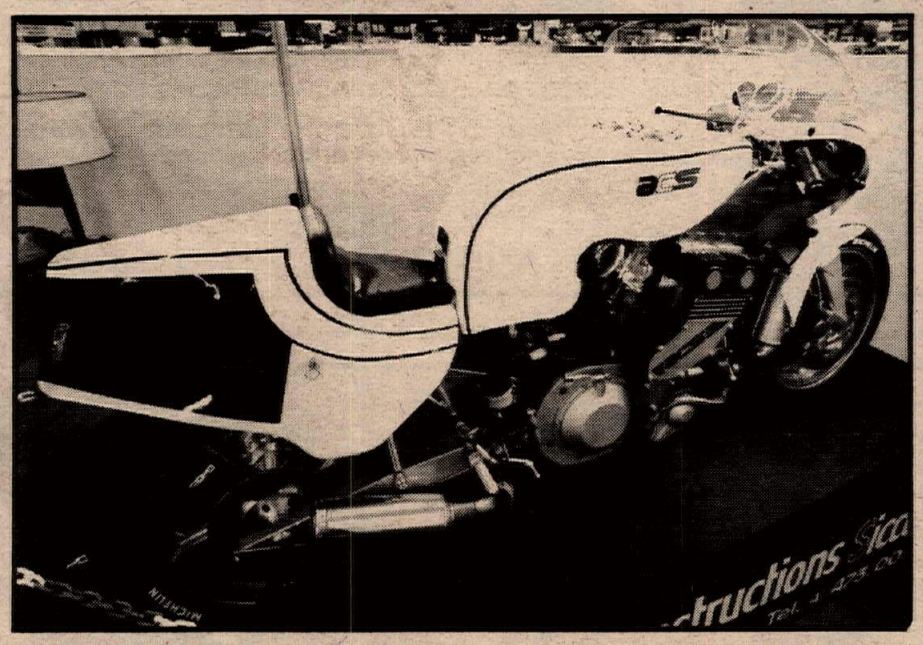


ne of Yamaha's hottest packages for '82 drew a crowd. The XJ 650 urbo combines styling and function.

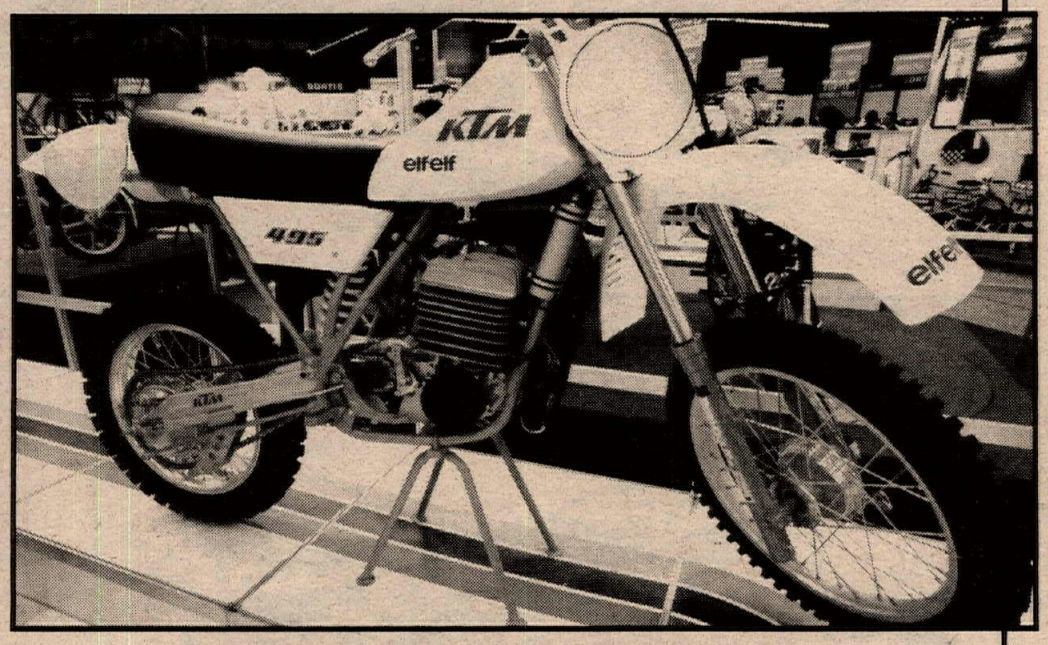


KTM's display included the 125 LC (center), 495 MC (right) and 240 MC (left). Single shock suspension is featured on all three MXers.

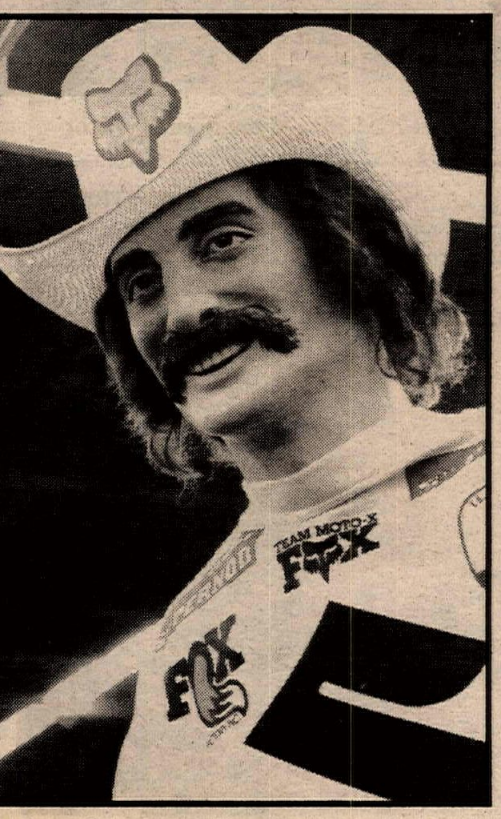
Endurance racers should check out this Ateliers Siccardi 1000cc water-cooled four-stroke three cylinder.



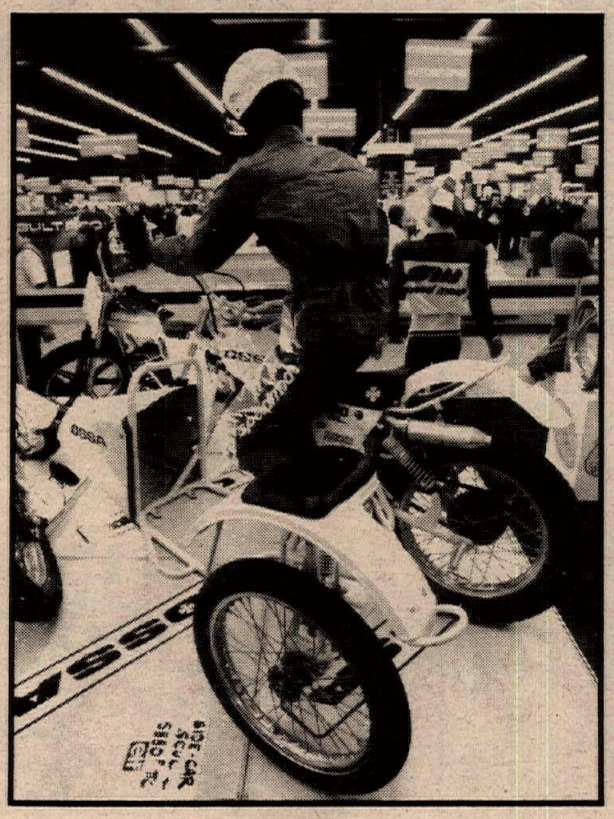
KTM's big bore MXer, the 495 MC, uses a White Power shock and Marzocchi fork assembly.



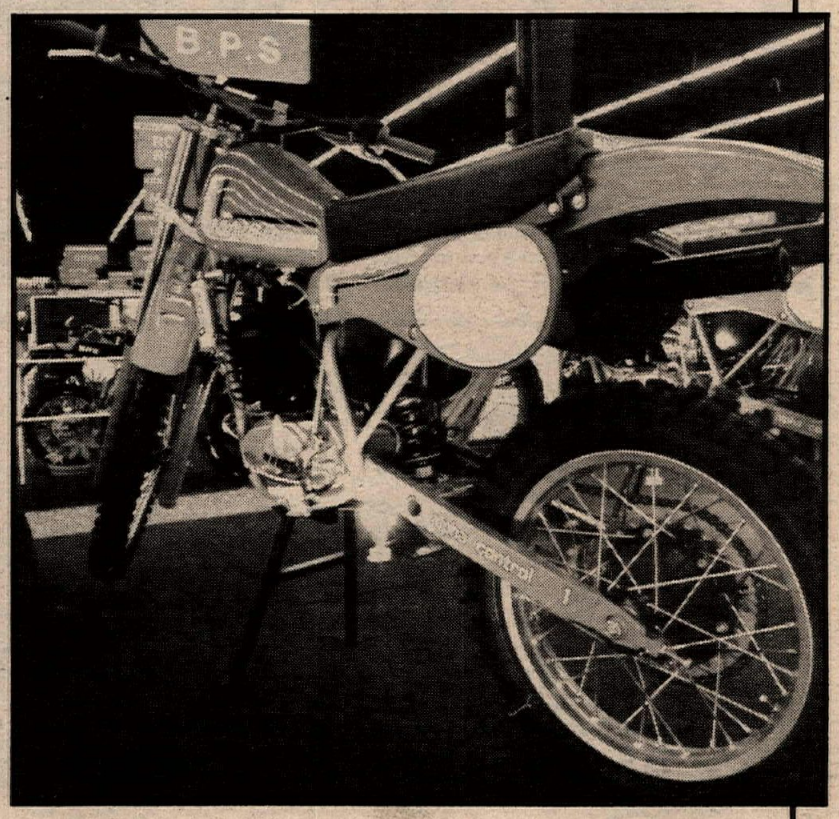
Brad Lackey model was featured in e "Rolling Fox" show.



If you're part of the sidehack set, picture yourself on this Ossa 350 Trails with sidecar.

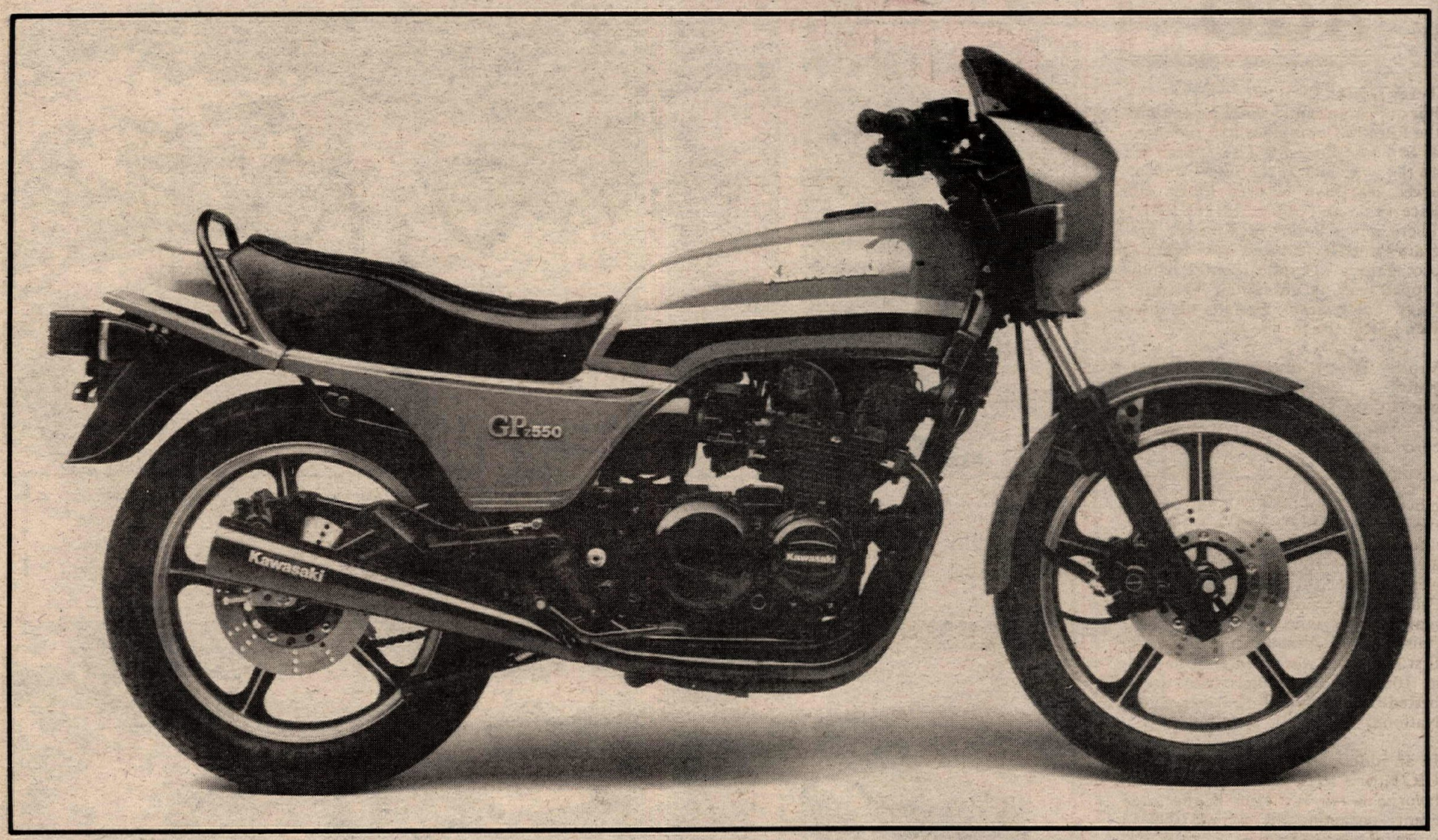


Maico's Alpha Control 490 will also be single shock suspended in '82. A remote reservoir is mounted on the frame.

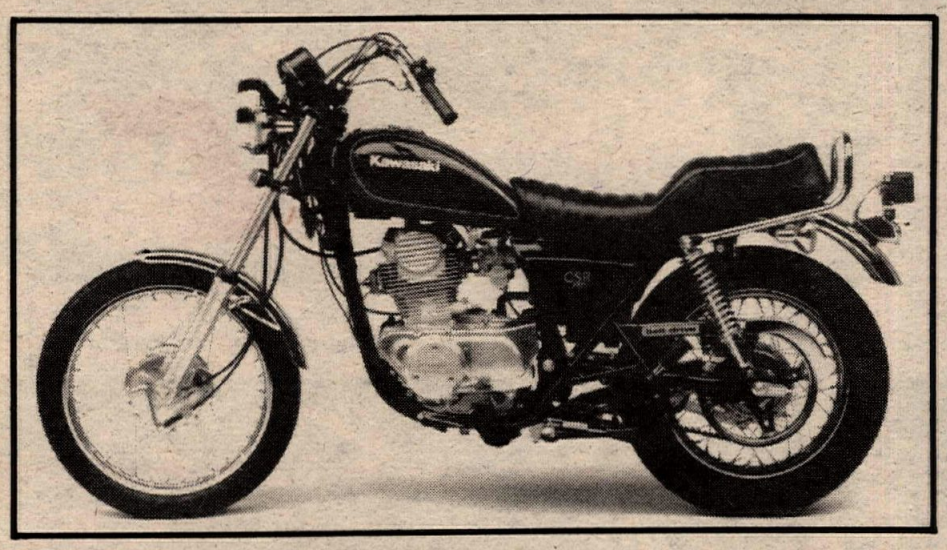


What's new for '82!

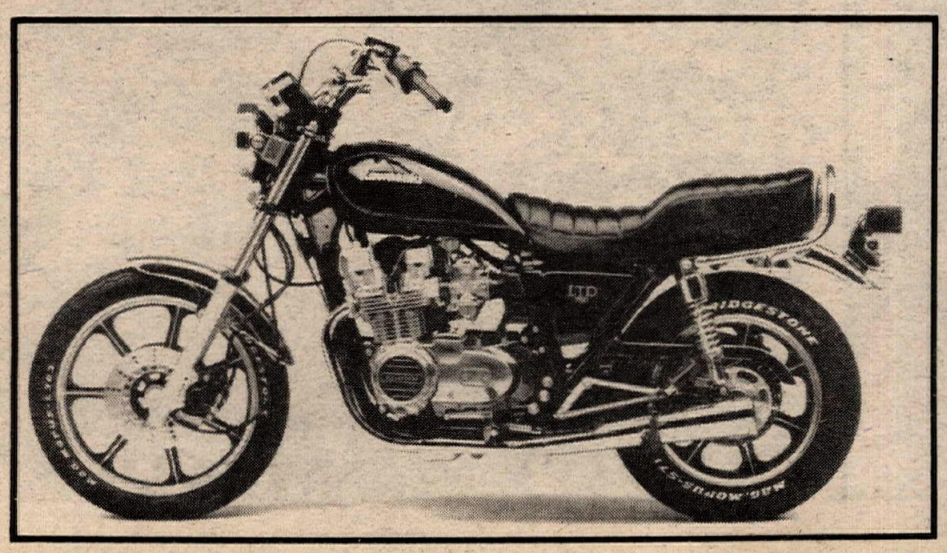
Kawasaki's second stage '82 new model release

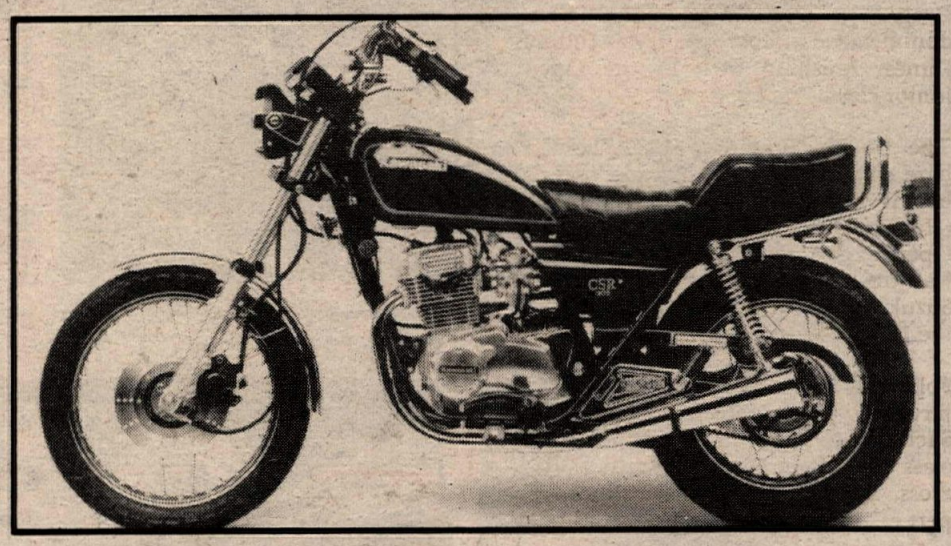


The GPz550H leads off the second of a three-stage Kawasaki new model release. The newest GPz features Uni-Trak suspension, new carbs and airbox.

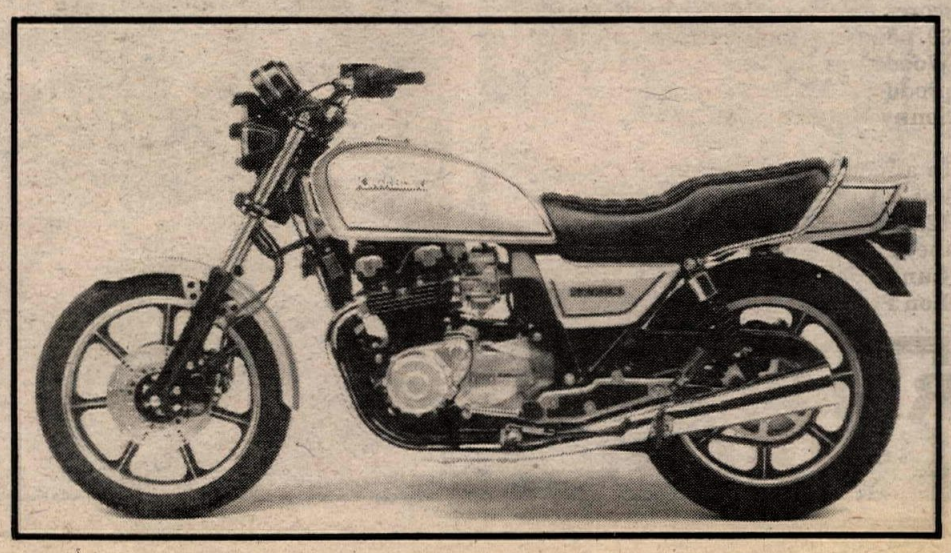


(Above) The CSR 250 features belt drive for '82. The CSR (short for "Cruiser") line features LTD-type styling with a lower price tag. (Below) The 750 LTD has the custom styling, fat rear tire, mag wheels and contrasting lettering common with the entire LTD line.





(Above) CSR 305 twin is another new belt-drive model that Kawasaki hopes can capitalize on Eddie Lawson's success with the belt-drive Kawasaki road racer. (Below) KZ1000J is basically the same as in 1981, but now available in silver.



TEN YEARS AGO

Terry Dorsch (Tri) put on his best TV star appearance and walked away with the Race of Champions half mile, run at San Jose for ABC-TV. Dorsch led all the way, and at the finish was followed by **Dave Hansen** (Tri), **Jim Rice** (Tri) and **Bart Markel** (H-D). There was a Junior race on the program, and it featured two familiar protaganists. Despite being handicapped with an unfamiliar Triumph, **Gary Scott** aced Yamaha-mounted **Kenny Roberts** for the win.

Super Joe Einhorn broke **Evel Knievel's** existing record with a leap over 20 cars at intermission in the San Joe race. Einhorn's jump was also recorded by ABC.

The Trans-AMA motocross series moved to Orlando, FL, and some of the best racing of the series was produced there. Suzuki's **Sylvain Geboers** and Husky's **Heikki Mikkola** really went at it for three motos, but in the end Geboers triumphed. **Pierre Karsmakers** (Hus) and **John Banks** (CZ) finished third and fourth, while the first American was **John DeSoto** (Suz) at 10th overall. **Doug Grant** (AJS) bested **Tom Rapp** (Bul) in the 250cc National class.

In an indoor short track in Portland, OR, Novice **Rick Hocking** upset local favorite **Mark Williams** in the main event, pocketing an extra $1000 in purse money as a result.

Drag racer **Don "The Snake" Prudomme** gave motocross a try at Indian Dunes, finishing fifth in the Open Junior class.

The Boonie Bounders M.C. held a hare scrambles in the Nevada desert, but it was Californian **Tom Smith** (Hus) taking the overall as well as Open Expert win. **Jack Johnson** (CZ) was the 250cc Expert winner, while Suzuki-mounted **Scot Harden** topped the 125cc Novice class.

Following a summer layoff due to injury, **Bob Grossi** returned to action at Sacramento and won the Open Expert class at a Dirt Diggers North motocross. Brother **Bill** was the 250cc Expert champ on the same day.

The U.S. vs. United Kingdom speedway challenge concluded after four rounds and the final score was UK 140, U.S. 129. **Ivan Maguer** was the leading scorer on the overseas squad, posting 39 points to **Barry Briggs'** 38. **Rick Woods** was the best American points producer; his 25 was one better than **Sonny Nutter's** score.

In a motocross at Deadman's Point it was a Yamaha vs. DKW battle in the 125cc Expert class. In the end it was the Yamaha that won out as **Tim Lunde** defeated **Larry Watkins** and **Lon Peterson.** •

REMEMBER WHEN?

In drag racing, experience is, more often than not, the decisive factor in victory. Last week Team Honda's Russ Collins put 20 years of experience in racing and product development on the line. And he defeated all competitors in capturing the NMRA Top Fuel World Finals at OCIR with a 7.36 ET and 191 MPH.
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DANNY "MAGOO" CHANDLER
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2nd	Jim Ellis	Honda on DUNLOP.
3rd	Larry Wosick	Honda on DUNLOP.
4th	Jeff Hicks	Keystone/Yamaha on DUNLOP.
5th	Rich Coon	Honda on DUNLOP.

and 9 of the top 10 Series finishers chose DUNLOP.

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SUZUKI

Big Bear Lake

By Terry Whytal

With the temperature soaring into the 90s at the *Cycle News* building in Long Beach, our choice of destination for the weekend ride was a natural: Big Bear Lake. Located in the San Bernardino National Forest east of Los Angeles, Big Bear sits at 6,000 feet above sea level and is cooled by the breezes blowing off the 10,000-foot peaks that surround the area.

Inevitably, one must travel on freeways to reach the more interesting roads in the outlying areas, and after a quick Saturday morning breakfast, we wound our way through LA's maze of concrete and onto the Interstate 10 freeway heading east toward Palm Springs.

With nearly 75 miles already registering on the odometer of my Suzuki 750cc, we reached the downtown section of Redlands where California State Highway 38 cuts off the Interstate 10 at the Orange Avenue off-ramp.

A short ride through town and Highway 38 turns onto Lugonia Avenue, heading for the massive San Gorgonio peak rising in the distance.

Millions of years of erosion have left the landscape below San Gorgonio littered with football sized rocks, and the local inhabitants have built homes and walls using the rocks in place of brick. A few of the structures are quite interesting in appearance and well worth slowing down for a careful look.

Lugonia (38) finally reaches the foothills near Morton Peak, and the road runs alongside Mill Creek. In the spring, Mill Creek is filled with the runoff from San Gorgonio's melting snow providing a pleasant scene to ride along.

Fifteen miles into the hills, the road narrows and begins to climb steeply over the westernmost edge of San Gorgonio. The next 20 miles flash past quickly as the pace accelerates from sedate cruising to canyon racer. One word of caution — traffic is often heavy on weekends, and you may find yourself sweeping through a blind curve and suddenly confronting the rear end of a motor home going one-third your speed.

Soon we are in Barton Flats, with San Gorgonio rising 11,502 feet to the south, and Sugar Loaf Mountain looming overhead to the north at a substantial 9,952 feet. Near the Barton Flats Visitor Station is a small nature trail that offers a good place to stretch the legs while learning about the local flora, fauna and geology (including interesting bits like: the bark of the Jeffrey pine smells exactly like vanilla, really!).

Back on 38, we reach Onyx Summit, at 8,000 feet the highest part of our trip, and cruise around the northeast end of Sugarloaf to reach Big Bear Lake. This section of the highway offers a spectacular view of Lucerne Valley, the desert floor clearly in contrast to the mountain peaks.

The two main communities of the Lake, Big Bear Village and Big Bear City, have both grown quickly in recent years yet managed to retain many small town oddities including a restaurant that looks like it was lifted from the pages of Hansel and Gretel and an antique shop that resembles a cross between modern sculpture and the Smithsonian.

Turning left onto Highway 18 near the northeast end of the lake, we pass south of the water's edge and turn inland towards Moonridge and the ski resort of Gold Mine. This narrow valley that looks down upon the lake features a small golf course, a tiny herd of reindeer, a mountain slide (like toboggans without snow) and a gift store and sandwich shop inside a true Montana-style log cabin.

We couldn't resist picking up a few small tourist items in the gift store, and the sandwich shop has one of the most clever menus a half-starved motorcycle rider has ever salivated on.

Hundreds of small cabins and condominiums are used for rentals in the Big Bear area, and we answered an ad in a local SoCal newspaper for a small unit near Goldmine. For $28, we got two bedrooms, a kitchen and a roaring fireplace in the living room. (Prices are higher in ski season.)

Early Sunday morning, we rented a small five-horsepower fishing boat and took a tour of the lake. We observed other boaters pulling a few medium-sized fish from the water, so if you like fishing, you may want to take your tackle along. If not, we still recommend a cruise; the scenery is beautiful.

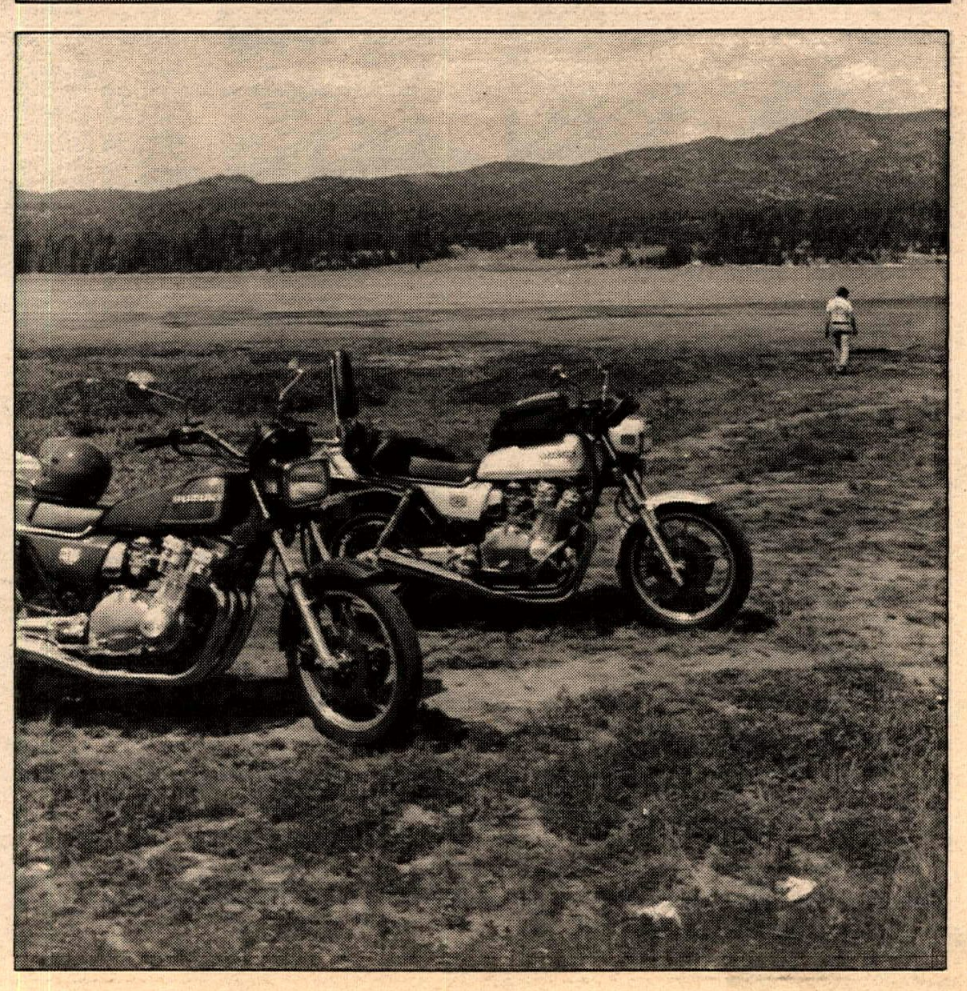
Back on land, we turned our bikes down Highway 18 for the ride back to the big city. Crossing the small dam on the western end of Big Bear Lake, Highway 18 climbs alongside 8,537-foot Butler Peak before dropping swiftly toward the San Bernardino flat lands.

This section of the trip is custom designed for motorcycles — few straights and many curves. We allowed ourselves to indulge in a little Kenny Roberts-style knee dragging, then settled back for a pleasant ride through the woods.

All too soon, however, we are at the 18/330 junction at Running Springs, and we must turn down Highway 330 to leave the mountains behind.

Total mileage, including side trips, was 292 miles with less than half the distance accounting for the scenic parts of the excursion. Our route could easily be duplicated in one day's riding, but the area is so scenic and the recreation opportunities so varied that we chose to prolong the fun. If you prefer to sleep with the stars overhead, the U.S. Forest Service can provide information on the many campgrounds in the area.

If that extra week of vacation isn't due for another six months, and the Rockies are 1,000 miles away, we suggest a trip to Big Bear. It's cool, scenic, and the road never goes straight. What more could you want? ●



Terry Kizer had a successful day at Gulfport, posting the best Funny Bike run of 7.98/179.96, topping the event and capturing the IDBA F/B crown. (File photo).

Titlists crowned at Gulfport World Finals drags

By Tom Pitts

GULFPORT, MS, OCT. 11-12

The International Drag Bike Association's World Finals at Gulfport Dragway saw champions crowned in six Pro and Eliminator classes culminating with a down to the wire showdown in Pro Stock. Sid Pogue came away with Number One in Pro Stock with Bo O'Brochta leading the Top Fuel ranks and Terry Kizer doing the same in Funny Bike. In Pro Comp it was Wayne Buckler taking the title while George Bryce was the Modified Eliminator champ. Jim Dodich took Street Stock honors. All six class champions ran Kawasaki based machinery.

A large field in all pro classes set the scene for the most competitiveWorld Finals ever. The top five qualifiers in Pro Stock easily broke the eight second barrier with Superbike Mike Keyte leading the pack at 8.85 seconds/149.75 mph.

"I'll need to set both the elapsed time and miles per hour record and win the event to take Number One," said Keyte. "Sid Pogue could be the runner-up and still win the title. For that matter, with the right combination of events Russ Nyberg, Ron Turner or Hamp Osborn could pass both of us and take the honors.

MTC/Watson Fiber Glass sponsored Pogue went out in round two to rookie pro Barry Kogut. A quicker reaction time sent Regency Kawasaki sponsored Kogut to one semi to face Buckler/Nyberg sponsored Osborn. Teammate and pro rookie of the year Nyberg had been sidelined by Osborn in round two. Osborn made the final topping Kawasaki mounted Kogut with a 9.09/145.86 to Kogut's 9.47/143.06. The other Pro Stock semi matched MTC sponsored racer Keyte against Turner of RT Cycles.

Keyte turned in the fastest ET of the event in Saturday's qualifying, but Sunday ran progressively slower. Keyte trailered former record holder Larry Cook on his way to face Suzuki mounted Turner. Looking for a Number One plate, Turner sidelined Kawasaki mounted Keyte on his way to the final against Osborn. Ron's 9.09/143.06 to Mike's 9.14/141.50 dashed Keyte's hopes for this season.

In the final Osborn's lightning quick reaction time sent his Kawasaki into winner's circle with a 9.13/144.92 over Turner's 9.07/143.76. Osborn's win assured Sid Pogue the Number One plate for next season.

Top Fuel offered its share of surprises as Elmer Trett of double-engine Harley fame debuted a new Kawasaki, qualifying in the number five position. Although having handling problems, Trett did eliminate the number two qualifier and privateer Dennis Sargent. Trett fell to veteran Top Fueler Chris Hand in one semi. Hand's 8.78/158.45 just did squeeze out Trett's 8.81/158.45. Motorcycles Unlimited vet Sam Wills gained a ride to the other semi sidelining Top Fuel champ Bo O'Brochta.

The Terminal Van Lines/Murdock

Racing sponsored O'Brochta incurred many problems starting Saturday by blowing the motor on a run. "The motor exploded and when the oil pump flew by me I knew it would be a long night," said O'Brochta. He and his crew put his back-up motor in the bike, working until the early hours of Sunday morning. O'Brochta drew Wills in the first round Sunday and the MCU Kawasaki gave O'Brochta the rest of the day off. Wills ripped a track record 7.45/185.95 to Bo's 7.74. "We had no problems with the back-up motor, Sam had lane choice and he's been running strong," said O'Brochta.

Wills had a bye in round two and drew Chris Hand for the final. Wills then backed up his previous run with a 7.43/187.50, .03 seconds off the IDBA record. Hand finished in runner-up with a 9.49/169.81.

O'Brochta's points lead was sufficient to insure him the Number One plate for a second consecutive season.

"We've been fine tuning our fuel system all year and now it's just right. We plan to race at the NHRA World Finals," said Wills.

The top qualifier in Funny Bike was MTC sponsored Terry Kizer who breezed through the first round of eliminations and drew privateer John Sands for round two. Kizer had the number one plate in his pocket prior to this event, but Terry only rides one way -- to win. Kizer trailered Sand to face Murdock Racing Enterprises Vince Santangelo in one semi. The Kawasaki mounted Kizer turned in his best time of the event against Vince with a 7.98/179.96 over Santangelo's 8.29/162.16. In the other semi Craig Burns, aboard the Bill Hahn built Kawasaki sponsored by Mr. Turbo and formerly ridden by Kenny Blackburn ran against Kawasaki mounted John Cornell. Burns' 8.55/156.52 was enough to sideline Cornell.

In the final Burns' 10.93/80.78 was an easy mark for Terry's 8.04/165.75. Craig's bike had a head gasket replaced minutes before the final and had further problems during that last run, coasting through quarter-mile traps.

Pro Comp Eliminator featured former Pro Stock queen Vicki Farr qualifying number two behind points leader and low qualifier Wayne Buckler. Farr had re-emerged a serious contender at the World Finals after missing the last four events this season. She drew number four qualifier and pro rookie of the year nominee Joe Waldrip sponsored by Custom Performance Kawasaki. Waldrip had made the circuit all season and grabbed the number two plate for 1982 but lost in the semi to Farr's quicker 8.94/144.23 against his 9.13/144.00. The Buckler/Nyberg/Klotz-Wiseco sponsored Kawasaki of Wayne Buckler yielded to Sam Oskin who then sidelined William Bell in one semi to meet Vicki Farr in the final.

Farr proved a winner by ripping an 8.98/144.46 to Oskins's 9.59/137.40.

The Modified winner was Barry Thomas on a Harley-Davidson and the Street Stock winner was Bob Hanna on a Kawasaki. The ET Bracket win went to Lowell Brent on a Suzuki. •

Results

IDBA NATIONAL DRAG RACING CHAMPIONSHIP SERIES FINAL STANDINGS

PRO STOCK: 1. Sid Pogue (Kaw); 2. Mike Keyte (Kaw); 3. Ron Turner (Suz); 4. Hamp Osborn (Kaw); 5. Russ Nyberg (Kaw).

TOP FUEL: 1. Bo O'Brochta (Kaw); 2. Dennis Sargent (Kaw); 3. Chris Hand (Kaw); 4. Sam Wills (Kaw); 5. Larry Hayes (Hoh).

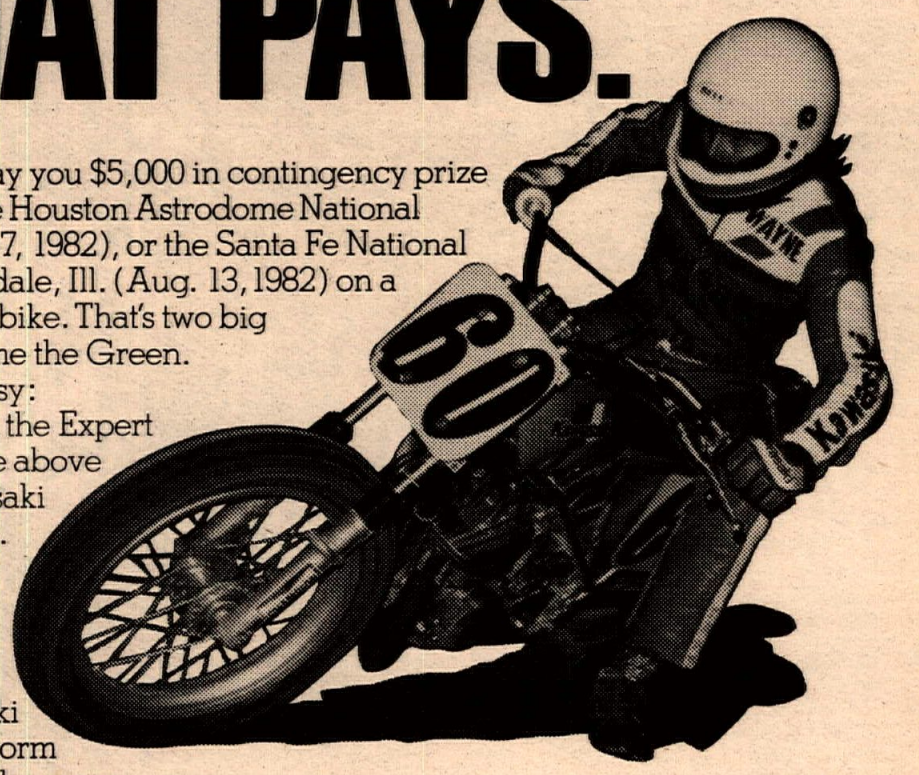
FUNNY BIKE: 1. Terry Kizer (Kaw); 2. John Sands (Hon); 3. Vince Santangelo (Kaw); 4. Charles Israel (Kaw); 5. Dave Covey (Kaw).

PRO COMP: 1. Wayne Buckler (Kaw); 2. Joe Waldrip (Kaw); 3. Steve Bishop (Kaw); 4. Harold Windham (Kaw); 5. Vicki Farr (Kaw).

MOD ELIM: 1. George Bryce (Kaw); 2. Paul Gast (Kaw); 3. Tony Authier (H-D); 4. James Douglas (Kaw); 5. Jeff Reel (Kaw).

STREET STOCK: 1. Jim Dodich (Kaw); 2. Bob Hanna (Kaw); 3. Glenn Richardson (Kaw); 4. Lee Molpus (Kaw); 5. Gary Tackett (Kaw).

KAWASAKI HAS THE POWER THAT PAYS.

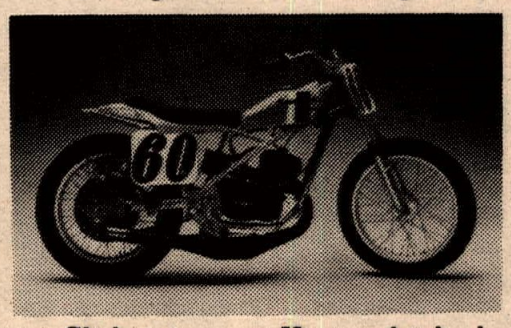


Kawasaki will pay you $5,000 in contingency prize money if you win the Houston Astrodome National Short Track (Feb. 6-7, 1982), or the Santa Fe National Short Track in Hinsdale, Ill. (Aug. 13, 1982) on a Kawasaki-powered bike. That's two big chances to take home the Green.

The rules are easy:

1. Just race and win the Expert Class at either of the above events with a Kawasaki engine in your bike.
2. Be sure your fuel tank, seat pan and fender are painted Kawasaki green.
3. Sign the Kawasaki contingency claim form and release before the race.
4. Let the Good Times roll all the way to the bank.

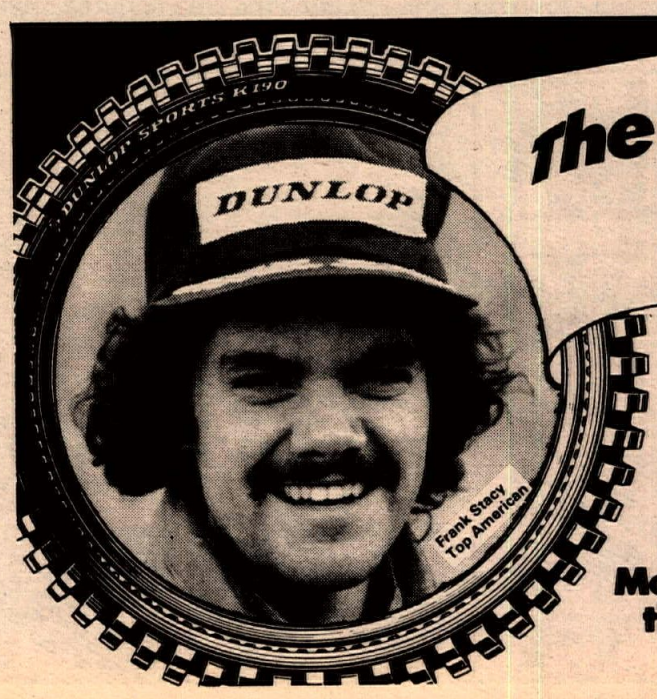
Racing frames and complete Kawasaki-powered short trackers are available from Viper Racing, 1902 N. Prospect, Champaign, Ill. 61820, (217) 352-6983. Or if you already have a short tracker, your Kawasaki dealer will have a limited number of 1982 B-1 250 cc short track engines, with optional right-side shift, in plenty of time for the 1982 season.



Slide into your Kawasaki dealer today. If you've got the talent to win, he's got the power that pays.

Kawasaki

Let the good times roll.



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October 5 - 10, 81
Isle of Elba, Italy
International Six Days Enduro

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ALL GOLD MEDALISTS
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Mike Rosso
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Frank Stacy
Jeff Fredette
Drew Smith
Open Class
Ray Cosgrove

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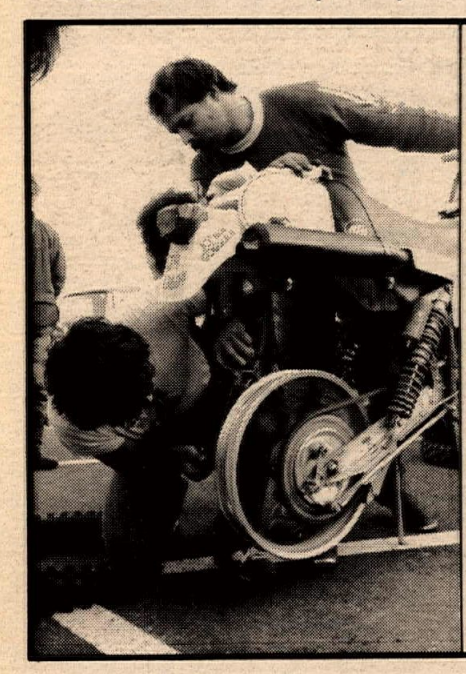
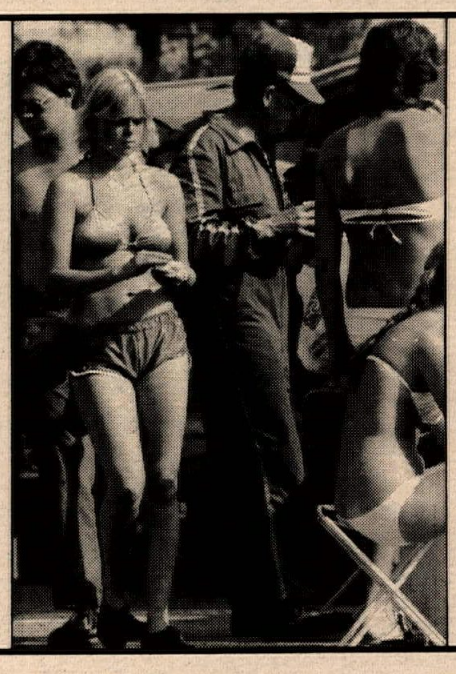
DUNLOP
P.O. Box 1109, Buffalo, NY 14240

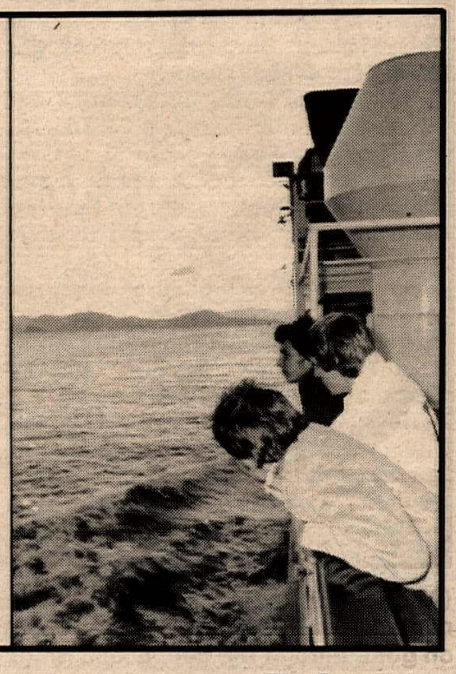
Elba outtakes

Photos by Mark Kariya

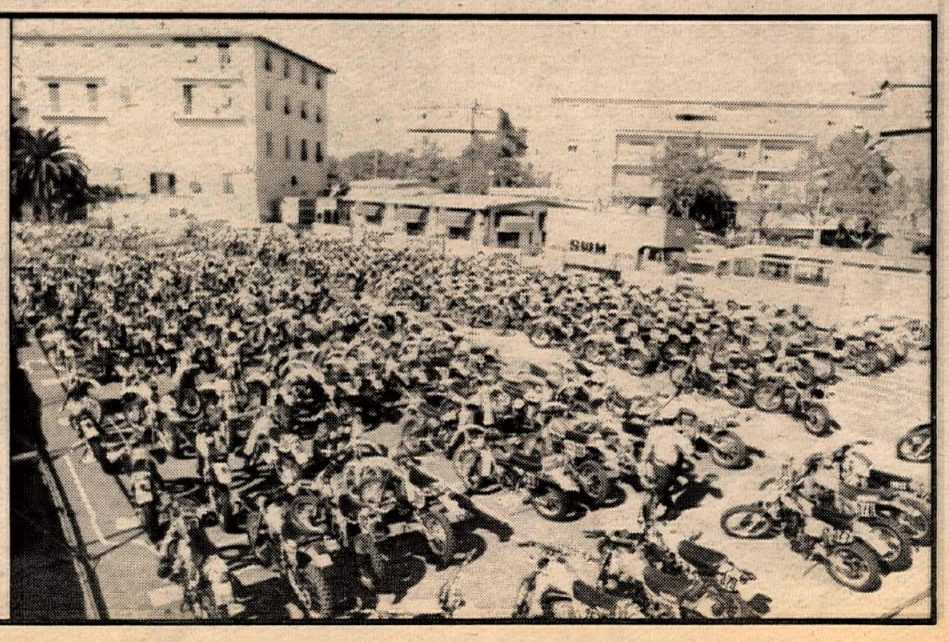
The U.S. team marches proudly down a Portoferraio street. Carrying the flag is Larry Roeseler, followed by Allan Zitta, Wally Wilson and the gang.

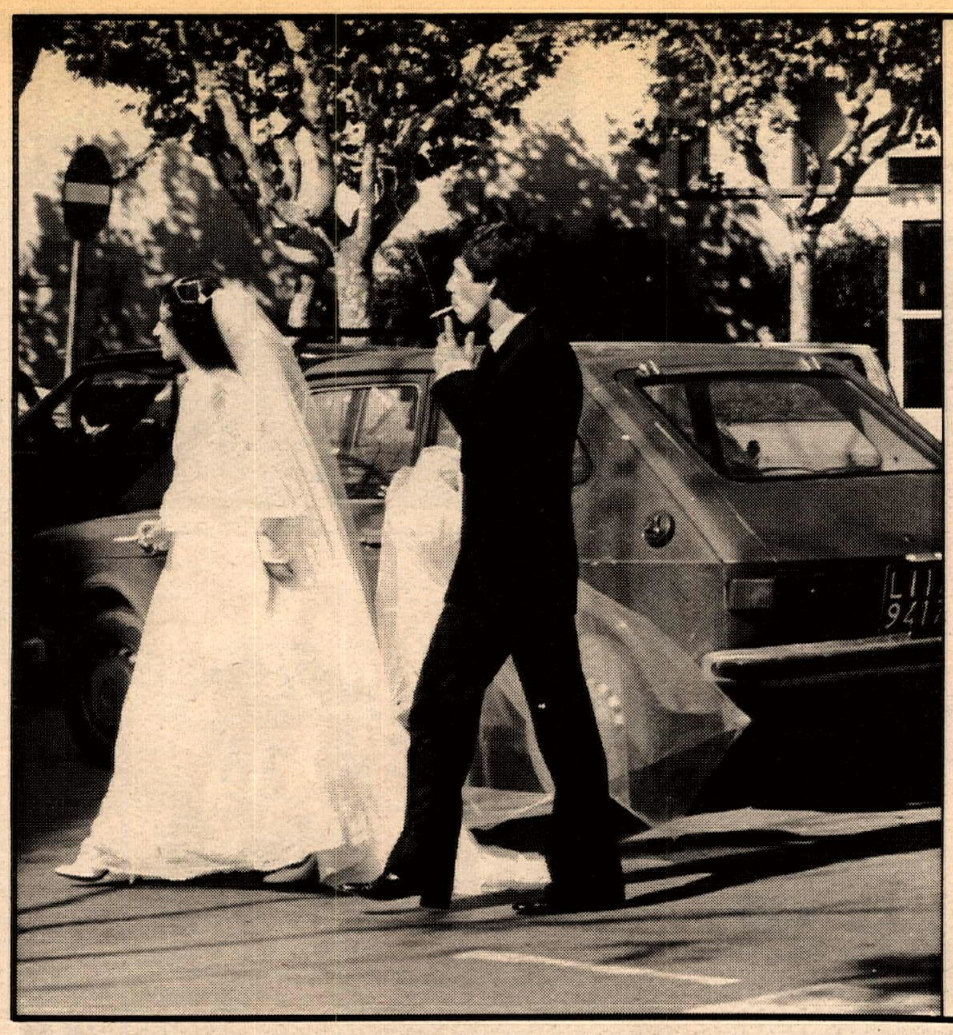


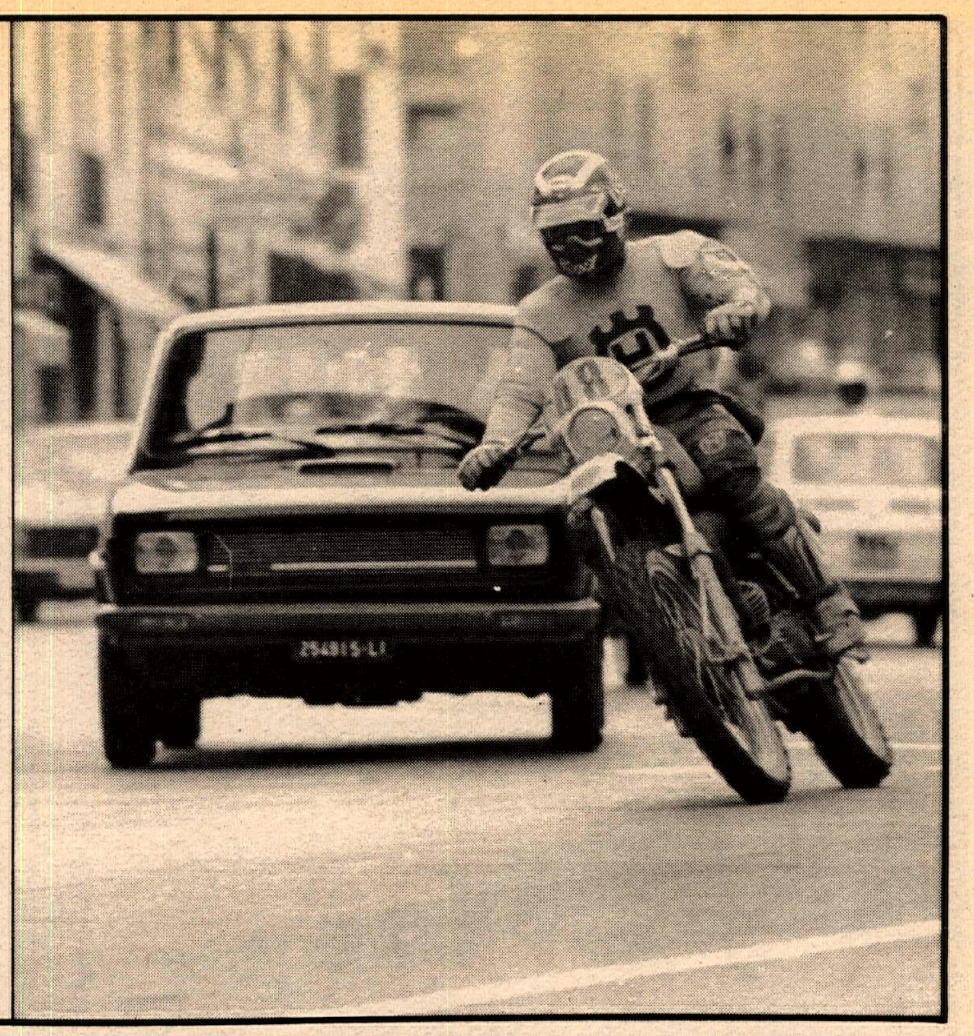




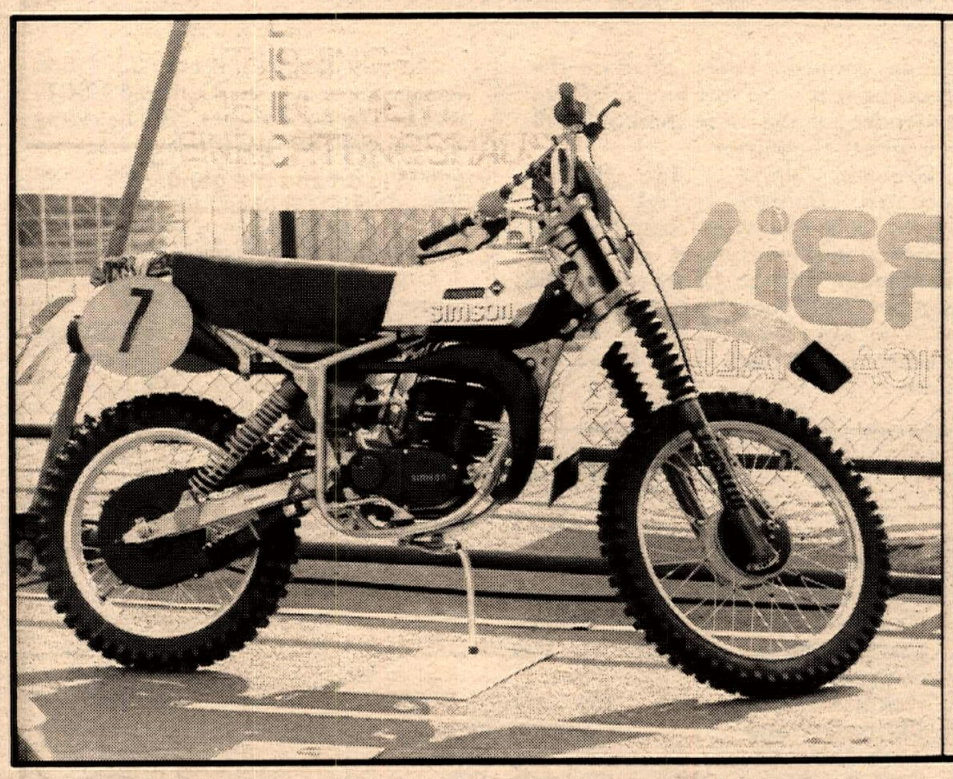
(Clockwise from above far left) Kevin LaVoie watches as Mark Dodd shaves a rim. Five-time USGP winner Gerrit Wolsink had trouble starting. The Swedish contingent won unofficial best crew honors. Looking off the ferry bow towards Elba. The impound area featured rows and rows of bikes. During a lighter moment, U.S. Jury rep Hugh Fleming (left) and KTM's Carl Cranke share a laugh.

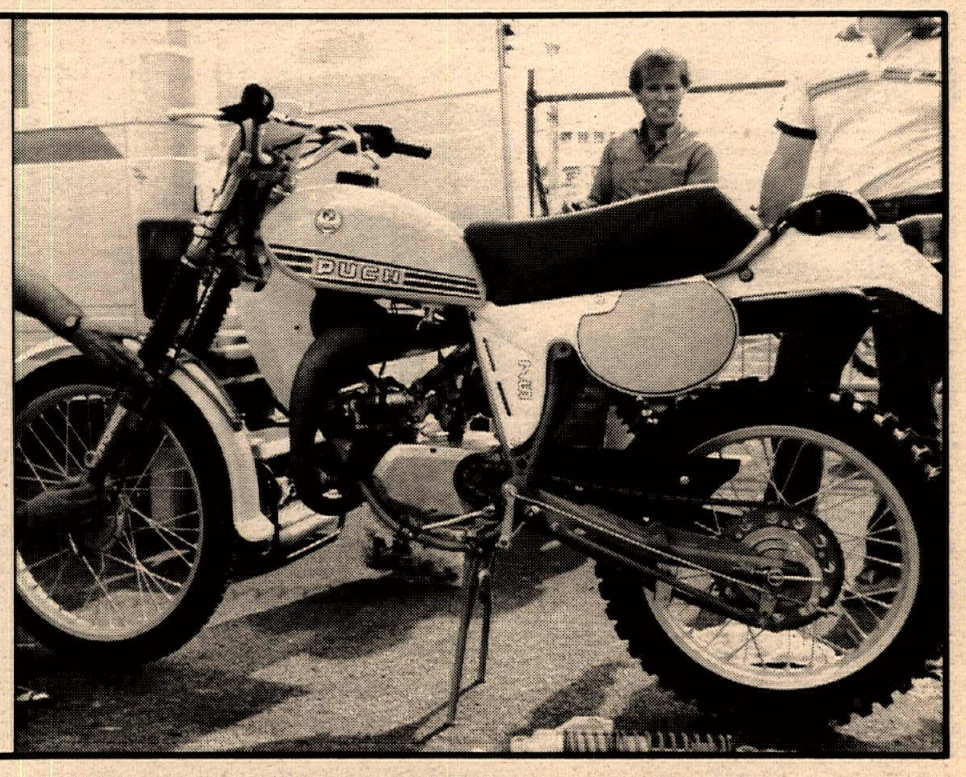




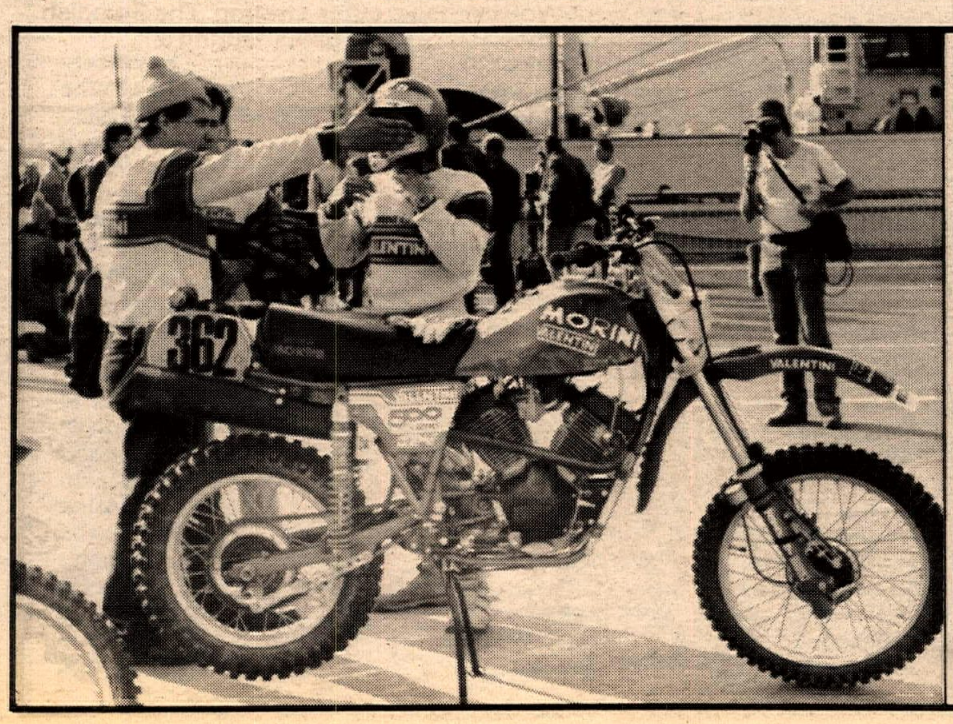


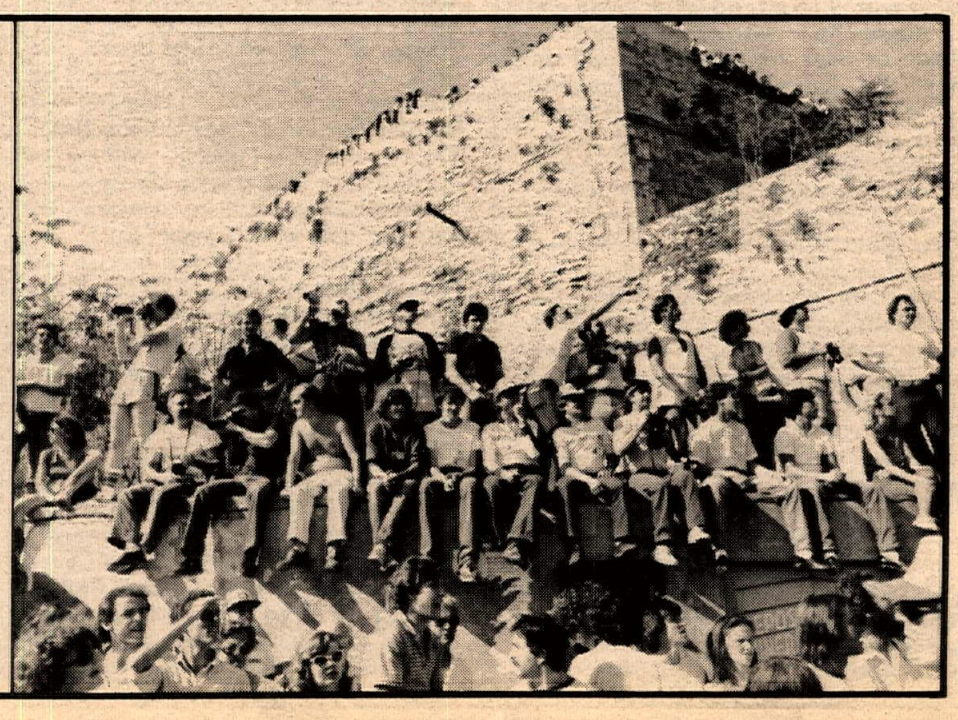
Life went on in Elba during the ISDE, whether it was newlyweds strolling by opening ceremonies (left) or daily traffic (right). Kevin Brown negotiates the latter.

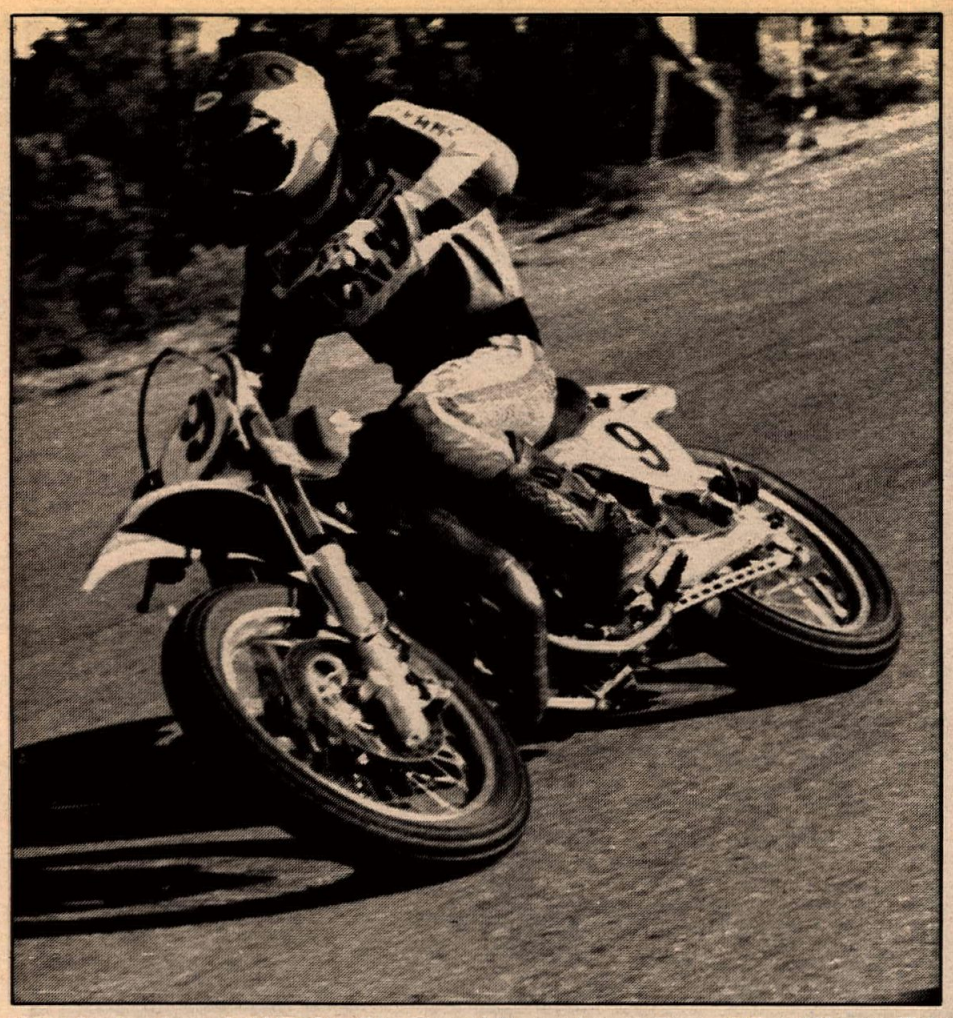


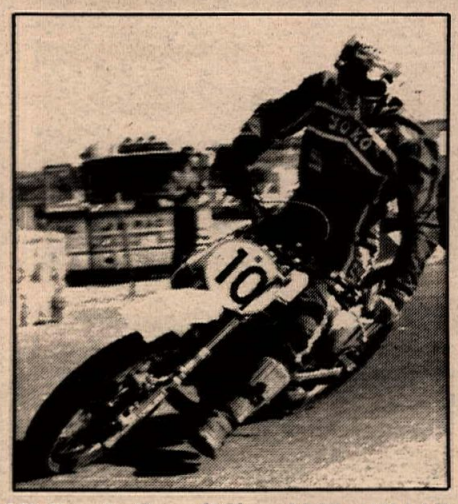


(Above left) An East German Simson entered in the 80cc class. Looking not unlike a small Husky, it features enclosed chain drive.(Above right) Water-cooled 75cc Puch displayed complicated plumbing. Its not a single-shocker, however, one shock is off the bike. (Below left) This Moto-Morini Camel finished on gold, third in the over 500cc four-stroke class. (Below right) Spectators gathered everywhere to watch the event.









(Clockwise from left) Defending Superbikers champ Steve Wise. Wayne Rainey (60), Randy Goss (13) and Mike Kidd (behind Rainey with Army leathers) will be among the dirt track contingent. Road racers Dave Aldana (38) and Eddie Lawson (21) could do well. Hakan Carlqvist will aso be a threat.

Preview

A legion of Superbikers

By Dale Brown

Bring a generous helping of the world's best motorcycle racing talent — talent from all over the world and from the sport's major disciplines — and mix them up on a track that's half asphalt, half dirt and altogether different, and you get three things.

The first is a great made-for TV spectacle that will air on ABC's *Wide World of Sports* sometime early next year. The second is the likelihood of a great race, with enough talent on hand to rival any other event of the year. And that talent leads to the third — this is the only race in the world that offers the possibility of seeing Hakan Carlqvist vs. Mike Kidd, Freddie Spencer vs. Graham Noyce, Rolf Biland vs. Steve Wise. Match-ups like those simply do not exist elsewhere.

Motocrossers have dominated the event through its first two years, both with better riding and better machinery. That may change this year, with the standard of machinery becoming more equal, and because of a reduction in factory MX team participation.

Yamaha and Suzuki will not field teams this year. "It takes too much time to prepare and there are too many races in the season," said Yamaha's Kenny Clark. "What other professional sport can you name where the season begins in earnest the end of January and ends in November?"

In spite of the no-shows, the field is one of the best ever. There are two current world champions, three current national champions, four ex-world champions and three ex-national champions.

The format for this year's Superbikers III is slightly different. There will be a heat for each of the three disciplines involved, road race, dirt track and motocross, plus a final. The first three races will be 10 laps and will transfer five riders each to the final. There will be no second chance to transfer. The final will be 12 laps.

Some changes will be incorporated into the course this year. First, the road race section has been reversed to place a greater emphasis on braking. The dirt track sweeper has been widened further and will be graded even more to give the dirt trackers an advantage.

Let's take a look at some of the pre-race favorites, and a few dark horses...

Motocrossers

Defending Superbikers champ Steve Wise heads the MX contingent. However 1981 has been an off year for the rapid Texan due to a broken bone in his throttle hand that caused him to miss most of the season. The Team Honda rider should have the advantage of good equipment — Hondas were the fastest bikes on the track last year — so rate him a definite contender for the more than $10,000 that goes to the winner.

Graham Noyce, also Honda-mounted, finished second in the World 500cc Motocross Championship. Noyce traditionally does well during his annual visits to Carlsbad for the summer USGP, but this is his first time in The Superbikers. If he adjusts quickly to the track, he'll be in the hunt.

Marty Moates was the first American to win the Carlsbad USGP, and in The Superbikers, he'll be riding one of the few four-strokes, a Horsepower Factory Honda XR500-based bike. Moates really has not done much since the Carlsbad win, but if he gets the touch back, look out!

One rider who is hotter than the Three Mile Island innards at the moment is LOP Honda rider Danny "Magoo" Chandler. He won every 500cc Support race in the Trans-USA

Superbikers III
Entry list

Motocross riders		
Steve Wise	McAllen, TX	Honda
Graham Noyce	England	Honda
Marty Moates	San Diego, CA	HPF/Honda
Serge Bacou	France	Yamaha
Hakan Carlqvist	Stockholm, Sweden	Yamaha
Carlos Serrano	Tuscon, AZ	Maico
Jack Johnson	Las Vegas, NV	Maico
Jeff Jennings	Downey, CA	Husqvarna
Kevin Davis	Las Vegas, NV	Wheelsmith/Maico
Mike Baker	Costa Mesa, CA	Yamaha
Danny Chandler	Los Angeles, CA	Honda
Road racers		
Eddie Lawson	Ontario, CA	Kawasaki
David Aldana	Santa Ana, CA	Yamaha
Jock Taylor	Scotland, UK	Wheelsmith/Maico
Freddie Spencer	Shreveport, LA	Honda
Richard Schlachter	Old Lyme, CT	Maico
Rolf Biland	Switzerland	Husqvarna
Jean-Claude Olivier	France	Yamaha
Roberto Pietri-Vegas	Caracas, Venezuela	Honda
John Bettencourt	W. Bridgewater, MA	Honda
Mike Spencer	Huntington Beach, CA	Honda
Jimmy Adamo	Glencove, NY	Maico
Dirt trackers		
Bruce Penhall	Newport Beach, CA	Husqvarna
Kenny Carter	Yorkshire, England	HPF/Honda
Mike Kidd	Boyd, TX	Yamaha
Steve Eklund	San Jose, CA	Maico
Mickey Fay	Puyallup, WA	Honda
Wayne Rainey	Downey, CA	Kawasaki
Scott Pearson	San Jose, CA	Yamaha
Ronnie Jones	Oklahoma City, OK	Suzuki
Rickey Graham	Salinas, CA	Can-Am
Ted Boody	Lansing, MI	Honda
Jeff Haney	Seaside, CA	Honda

series this year, and eight of the 10 motos. Watch out for Magoo.

There are a couple of dark horse entries in the MX class. Jeff Jennings, a hot southern California Husky rider, nearly upset National 500cc MX Champ Broc Glover at the SCORE Off-Road World Championship race, and like the Carlsbad race, the SCORE course was very fast. Mike Baker, son of famed racer Dallas Baker, has been doing very well in high speed off-road events and won the Pike's Peak hillclimb earlier this year. He'll be riding a Yamaha YZ 465 prepared by Dallas Baker and upped to 495cc.

Road racers

The two favorites among the road racers are Kawasaki's Eddie Lawson and Honda's Freddie Spencer. Among the two, Lawson should have the pre-race edge. He finished a strong third in the 1980 Superbikers race, has won the 1981 AMA Superbike Championship, and has five years of AMA Pro Expert dirt track experience under his belt. If Kawasaki prepares him one of their big 499cc two-stroke motors, he's going to be awfully hard to stop.

Spencer is an equally talented rider, the only one in the country this year to score AMA/Winston Pro Series points in both dirt track and road race events. "Fast Freddie" won two National road races this year and showed in 1980 that he could ride the RC motocrosser-based Superbikers mount very well.

David Aldana remains one of the most versatile riders in professional racing these days, with extensive road racing, dirt track and motocross experience. How many other riders set fast time at the Ascot TT, then go on to become co-winner of the Suzuka Eight-Hour Endurance race?

Race watchers will be able to see two brand new faces in the U.S. racing scene: Rolf Biland and Jock Taylor, the World Champion Sidecar drivers in 1981 and 1980, respectively. It should be interesting to see how the two fare on only two wheels, and without a passenger.

Dirt trackers

1981 AMA Grand National Champion Mike Kidd will make his first post-season racing appearance of the year at The Superbikers, riding a Dallas Baker-prepared 495cc Yamaha. At the inaugural Superbikers, Kidd was among the leaders before problems dropped him out. With a quicker two-stroke to replace the Triumph twin he had then, Kidd should be near the front.

Wayne Rainey won the dirt track heat last year, and this year he has added road racing to his vocabulary with a series of dazzling rides in club events that netted him a factory contract from Kawasaki to go road racing in '82. Rainey's '81 dirt track efforts paid off well too, with his highest-ever finish in the Winston Pro Series. Like Lawson, Rainey is expected to get one of the 499cc Kawasakis for this race.

Steve Eklund hasn't had the best of luck this season, but the 1979 Grand National Champ was a solid fourth in the first Superbikers, and will have a 490 Maico to ride in this event.

Bruce Penhall, who won the World Speedway Championship this year along with just about every other title the sport had to offer, will be mounted on a 430 Husky. In the same race with Penhall is England's Kenny Carter, and the two of them have had several clashes through the year.

The Superbikers takes place at Carlsbad Raceway, and the gates open for the Nov. 1 event at 9:00 a.m. Tickets are $9 in advance, and are available at Ticketron outlets or from Grand Prix Motocross, 714/495-6906.•

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Early Entry 4:00 pm
Gates Open 6:00 pm
Racing Starts 8:00 pm

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Buy by Mail; save $3 on $12, $15, $18 tickets only. Children 10 years and under ½ price of regular adult priced tickets. Discounts available through mail order only. Offer expires November 2, 1981. Make checks payable to and mail to COCA COLA SUPERCROSS FINALS, 7918 Convoy St., San Diego, CA 92111.

Questions? (714) 565-2865 Charge Line (800) 432-3477

Adult	# Tickets	Sub-Total	Child	# Tickets	Sub-Total	Total
$18 @ 15	X_____ =	_____	$9.00	X_____ =	_____	$ _____
$15 @ 12	X_____ =	_____	$7.50	X_____ =	_____	_____
$12 @ 9	X_____ =	_____	$6.00	X_____ =	_____	_____

*Add $1.00 Handling Charge Per Order.

TOTAL # TICKETS_____ TOTAL _____

*Please enclose a stamped, self-addressed business size envelope. Tickets will be returned to you in this envelope . . . otherwise they will be held at WILL CALL WINDOW.

You can charge your tickets ☐ VISA ☐ MASTERCARD

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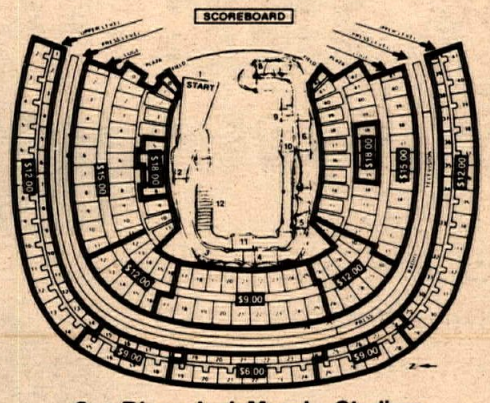

San Diego Jack Murphy Stadium

WATCH MOTOCROSS SHOWS ON XETV 6

STADIUM MOTORSPORTS

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Amateur Race - Sun. Nov. 15 - Race the PRO Track - Call (213) 830-7519 THE AMATEUR RACE IS NEITHER ENDORSED NOR SANCTIONED BY THE AMA.

"MAGOO"

Danny "Magoo" Chandler blows Open Trans USA Support Class wide open. "Magoo's" choice of boots and gloves are Hi-Point.

Congratulations, Danny

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YAMAHA SALUTES

Most riders would consider winning the 500cc National MX championship a full year's work and sleep late until next January.

But not Broc Glover.

He followed it up by winning one of the toughest motocross titles there is. The Trans-USA championship.

The Trans-USA is the last series of the year. All the

BROC GLOVER.

top riders from all the classes are in it.

And if you described the competition as intense, you'd be guilty of gross understatement.

Not only did Mr. Glover win this series, he ran away with it.

He took four out of the five rounds, winning 2-1, 2-2, 1-1, 1-1.

Congratulations, Broc.

And better luck next year.

BROC GLOVER SA

"This year's YZ's are really hot. They're the closest thing to a works bike Yamaha has ever offered to the public.

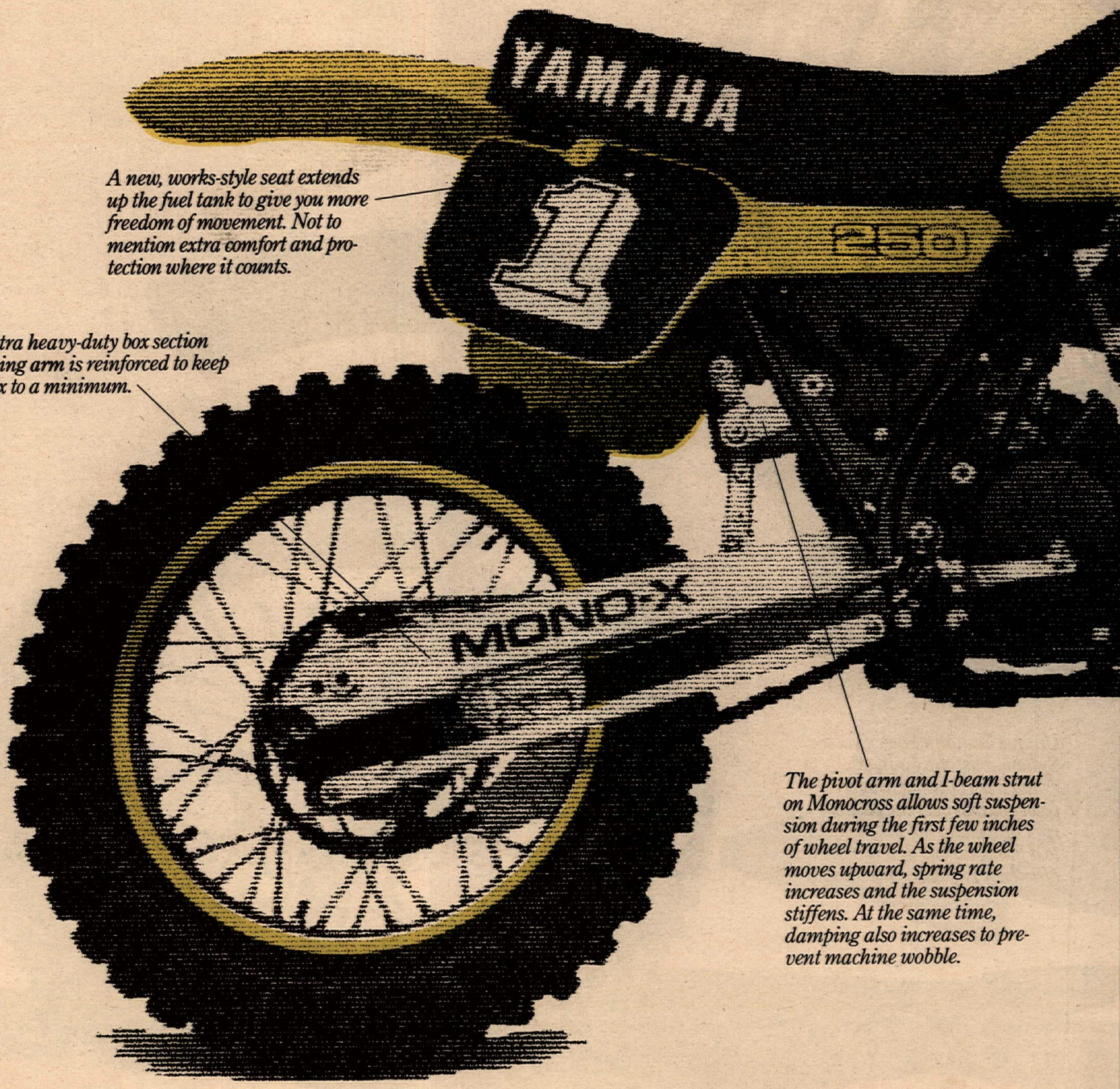
Every bike from the YZ100 on up has a new rising-rate Monocross suspension just like mine.

The 125 and 250 have some-

thing else that's been giving my competition a bad time all year—the Yamaha Power Valve System.

You know how you normally tune a bike for either low-end torque or high-end speed? Well, YPVS gives you both automatically.

And with the new seat that



A new, works-style seat extends up the fuel tank to give you more freedom of movement. Not to mention extra comfort and protection where it counts.

Extra heavy-duty box section swing arm is reinforced to keep flex to a minimum.

The pivot arm and I-beam strut on Monocross allows soft suspension during the first few inches of wheel travel. As the wheel moves upward, spring rate increases and the suspension stiffens. At the same time, damping also increases to prevent machine wobble.

LUTES YAMAHA.

extends up over the tank, the '82 YZ's even look like my works bike. Check out the YZ brochure that's in this issue of Cycle News. It'll tell you about all the features that make the '82 YZ's the bikes to beat.

Now that I think about it, maybe Yamaha has gone too far. I have enough competition already."

YAMAHA
THE WAY IT SHOULD BE.™

(Above left) The public got their first up-close look at the Yamaha 1982 model line-up. (Top right) A country and western band was provided along with a barbeque dinner. (Above right) Participants took to the Knott's rides, including this simulated southern California freeway scene.

Yamaha Family Affair: Fun at Knott's Berry Farm

BUENA PARK, CA, OCT. 17

Honest to goodness motorcylists rarely need much of an excuse to go for a ride. However, if there is a real good reason, like having a chance to meet some 3000-plus fellow motorcyclists, getting to check out all their machines, as well as attending the first public showing of the 1982 Yamaha motorcycle lineup, there would be no question. Any motorcycle rider would live to be there.

That is just what happened at Yamaha's first Family Affair at Knott's Berry Farm. This was their third gathering like this, with the first two happening in June of this year at Bransoon, MO, and Pigeon Forge, TN. These Yamaha rides to "Silver Dollar City" were resounding successes.

The Knott's Berry Farm event was the first endeavor of this kind on the west coast for Yamaha and it had overwhelming results. Some 3,000 enthusiasts purchased tickets in advance at participating Yamaha dealers which were primarily in southern California.

Don Best of Van Nuys Cycle and Dick Allen of Dick Allen's Yamaha, respective president and vice-president of the Southern California Yamaha Dealer Association, spearheaded the effort. Peter Leavitt and Sandy Stotts of Yamaha coordinated the overall event.

Once at the "Farm" hundreds of motorcycles (mostly Yamahas) lined up in a special reserved parking area left no mistake — this was the place to be! Yamaha had a number of their bright yellow canopies set up in the park area in front of Independence Hall for registration and a diagnostic service center where Yamaha technicians were doing free motorcycle mechanical analysis.

At registration, all participants received a bright yellow Yamaha event T-shirt and a chance to win a number of prizes to be drawn later in the day. The entire new Yamaha model line up, including the new 550 V-twin Vision and the 650 Turbo Seca, along with a mechanical display of the new off road Monocross suspension and a complete Virago V-twin motorcycle cutaway really got the attention of the crowd while on their way to the Farm entrance. Participants could also enjoy a number of Yamaha motorcycle movies. Throughout the park all day and night you would see bright yellow Yamaha t-shirts. Yamaha's video crew was also on hand with Ted Otto manning the camera recording the day's festivities.

Later in the afternoon everyone gathered at the Knott's Berry Farm Gold Rush Camp for a real country style barbeque dinner complete with a live country western band. About 6 p.m. Yamaha started their prize drawings. Ernie Hough from Salinas, Kansas rode out on the XS-1100 Yamaha he won earlier at Yamaha's Silver Dollar City in Missouri to officiate the prize drawings. The winners were Joyce Edwards, San Diego (Yamaha YZinger); Tony Esquivel, Fresno (Yamahopper); Jennifer Kern, Vista (XS-1100 Venturer); Barbara Baker, Orange (Exciter Day Pack); Regina Meese, Bonita (helmet); Miller K. Cockerill, Chatsworth (leather jacket); Brian Chapman, Fullerton (motorcycle cover); David Barret, South Laguna (carry-all bag); and Duane Blakeman, Merced, Rona Kandle, Santa Monica, Dennis Kendrick, Oxnard, Steven Givens, Los Angeles, and Mike Purvis, Parker, Arizona (Knott's Berry Farm Preserves). Also there were plaques awarded for oldest rider; Jack Hooker, Ridgecrest, 71, and to the youngest rider, a little three-year-old girl named Shaun Dunlap of Santee. Longest distance award went to Doug Meister and Rich Conner from Winfield, KS, and the best looking bikes went to the wild west inspired Virago and Maxim pair of Shirley Barris of North Hollywood.

After the awards everyone was free to enjoy the Farm until midnight. All in all it was a great way to spend a fun filled family afternoon and evening and still get your fill of motorcycle fun. ●

Fast Facts

Rob Hassay

Dirt Tracker

Name/nickname: **Robert Joseph Hassay/none.**

Date/place of birth: **March 5, 1962/ Youngstown, OH.**

Height/weight: **5'5"/115 lbs.**

Occupation: **Diesel auto mechanic.**

Current residence: **Fountain Valley, CA.**

Girl friend or wife's name: **None.**

Daily transportation: **Chevy van.**

Hobbies/relaxation: **Snow skiing and doing laps at El Mirage.**

Favorite food/drink: **Mexican food/ milk.**

First interest in bikes: **1970.**

First bike: **1976 Yamaha YZ80.**

Size/make of current racing bike: **250 Yamaha.**

First race/outcome: **Short track at Garden Grove Minibike Park/second place.**

Most recent win or top placing: **Second Pro Novice at Stockton, KS.**

Sponsors: **MXL, D.I.D, Premier Yamaha, Think Positive Enterprises, Carlisle Tires, Shoei Helmets, ND Spark Plugs and Kal-Gard Lubricants.**

Tuners: **Self and Don Waffle.**

Biggest gripe about racing: **Not enough Pro half-miles in the West.**

Most respected rivals: **Everyone I race with.**

Reason for racing: **It makes me happy.**

Future racing ambitions: **Earn Junior points and be a top Junior next year.**

Additional info: **I need financial help to spend May through October next year running Mid-west half-miles.**

Sunday, November 1, 1981
Carlsbad, Calif.

SANCTIONED

THE SUPER BIKERS

ABC WIDE WORLD OF SPORTS

AMA SANCTIONED

THE WORLD'S ONLY ALL-ROUND MOTORCYCLE CHAMPIONSHIP

Graham Noyce

You've seen it on ABC Wide World of Sports.
This year, be one of the select and see it in person.
Nowhere else in the world can these champions be seen together on the same track at the same time!

Bruce Penhall World Champion

ROAD RACING

Rich Schlachter	U.S.A.	*1980 U.S. Road Racing Champion*
Eddie Lawson	U.S.A.	*1981 Superbike Champion*
Ron Haslam	England	*1980 British Road Racing Champion*
Rolf Biland	Switzerland	*1981 World Sidecar Champion*
Freddie Spencer	U.S.A.	*1978 Novice Road Racing Champion 1979 Expert Road Racing Champion*
Jean Claude Olivier	France	
David Aldana	U.S.A.	

MOTOCROSS

Steve Wise	U.S.A.	*1980 Superbiker Champion*
Brad Lackey	U.S.A.	*500cc World Motocross Competitor*
Graham Noyce	England	*1979 500cc World Motocross Champion*
Hakan Carlqvist	Sweden	*1979 250cc World Motocross Champion*
Serge Bacau	France	*1980 winner of Paris. France-Dakar. Africa Trans-Continental Race*
Jack Johnson	U.S.A.	*1980 Baja 1000 and Baja 500 Champion*
Marty Moates	U.S.A.	*First American to win the Carlsbad U.S.G.P.*

DIRT TRACK

Bruce Penhall	U.S.A.	*1981 World Speedway Champion*
Mickey Fay	U.S.A.	
Wayne Rainey	US.A.	
Steve Eklund	U.S.A.	*1979 Grand National Champion*
Kenny Carter	England	*4th in the 1981 U.S. Speedway World Final*
Scott Pearson	U.S.A.	
Ronnie Jones	U.S.A.	
Ricky Graham	U.S.A.	
Mike Kidd	U.S.A.	*1981 Grand National Champion*

This all star event is unlike any other race in the world. Competing on a two mile, half asphalt, half dirt course, all SUPERBIKER entrants race twice. First, against riders in the same field and then in the SUPERBIKER Main Event.
A champion in each of the three categories, Road Racing, Dirt Track and Motocross will be crowned and the winner of the Main Event will be proclaimed THE BEST ALL-AROUND MOTORCYCLE RIDER IN THE WORLD!

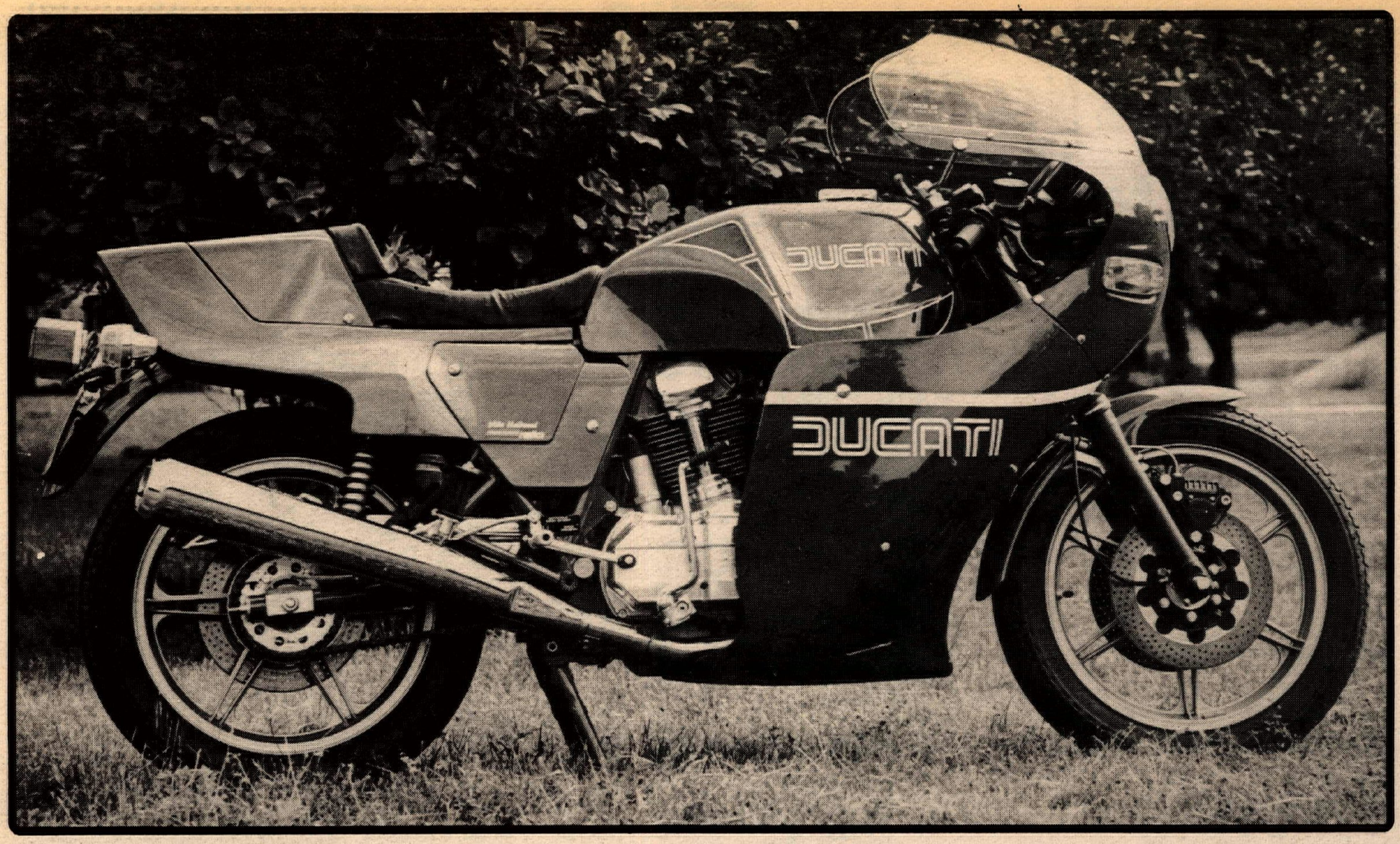
With a total cash purse of $50,000, racers will really be going for it as they take off down the asphalt, on around the curves and on to the rugged dirt and decomposed granite sections of the track.
This is not a race for the tame. It takes great skill and knowledge, plus the right equipment to provide a happy compromise between overwhelming superiority on familiar surfaces and total disaster on non-familiar terrain. This spectacular, action-packed event is not to be missed. Be there Sunday, November 1, 11 A.M.

Charge your ticket. Master Card or Visa accepted. Call (714) 495-6906.
Advance tickets also available at Ticketron.
Ticket prices are $9 for adults and $5 for children under 12. Tickets on race day will be $11.

No brag. Fact.

'The Best Go West' T-shirts say it all.

Please turn to our order blank in the Want Ad section and make your statement.



Impression: Ducati Hailwood Replica

The ultimate Italian flash

By Richard Creed

It was getting late and Jim Chipura, owner of Dyna-Cycle in Winnipeg, Manitoba, Canada was behind schedule. He edged the needle of the speedometer up a few miles per just to make sure he didn't fall behind too far. That's when he saw the two black shapes in the mirror of his Mike Hailwood Replica Ducati 900R. He smiled to himself and thought, "They'll do it every time." In a second the two black shapes took the form of Harleys traveling in a hurry and passed the red and green Duck, opening up the front door on Interstate 90 for Jim, who continued to roll along at a steady 85mph. "For some reason Harley riders can't stand to be passed." Jim would say later, "So when I go by them I can always count on them roaring ahead and clearing the cops out of the way. I see them stopping alongside the road and I slow down real fast and go by them a law abiding citizen. It's great sport."

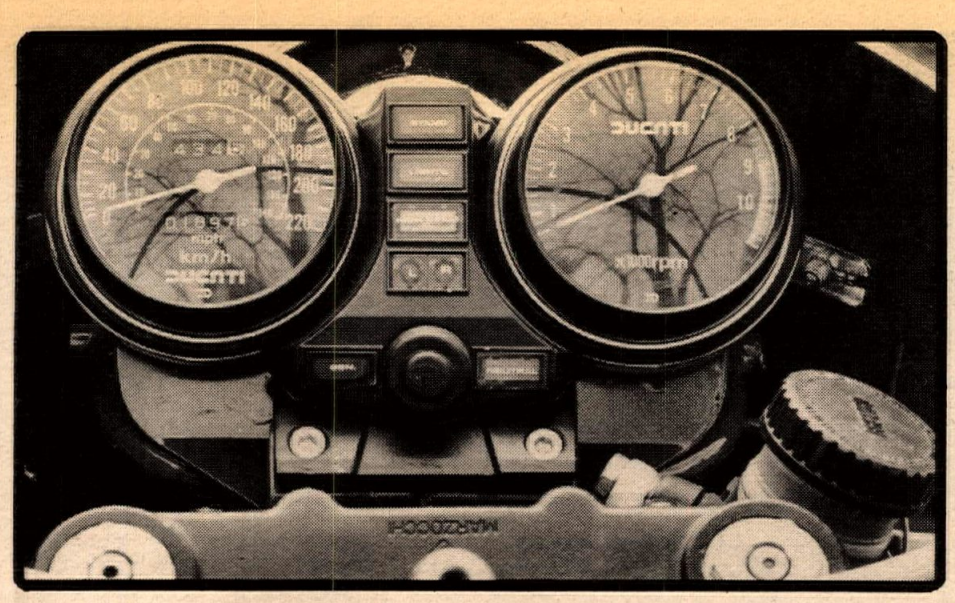
Harley baiting is just one of the many pleasures the owner of a Hailwood Replica can indulge in. Stopping traffic, turning heads, and becoming the envy of the peg scrapers everywhere are others. Unfortunately, the American cafe enthusiast will have to do without such pleasures as the powers that be, (read EPA,) look down on such things as noisy desmo valve gear and huge 40mm carb throats that lack any form of air cleaner save for a screen like a bug catcher. Then there are those Conti organ pipes that play such lovely music to the enthusiasts ear, but which offend anyone else's. Sadly, the seven bikes that were slated to be delivered to the United States were turned back at customs and went to Canada instead. There they joined five of their brothers. Which means that Canada will receive at least 12 of the 100 Replicas set for production. Maybe those guys who went to Canada in the 60's had the right idea after all.

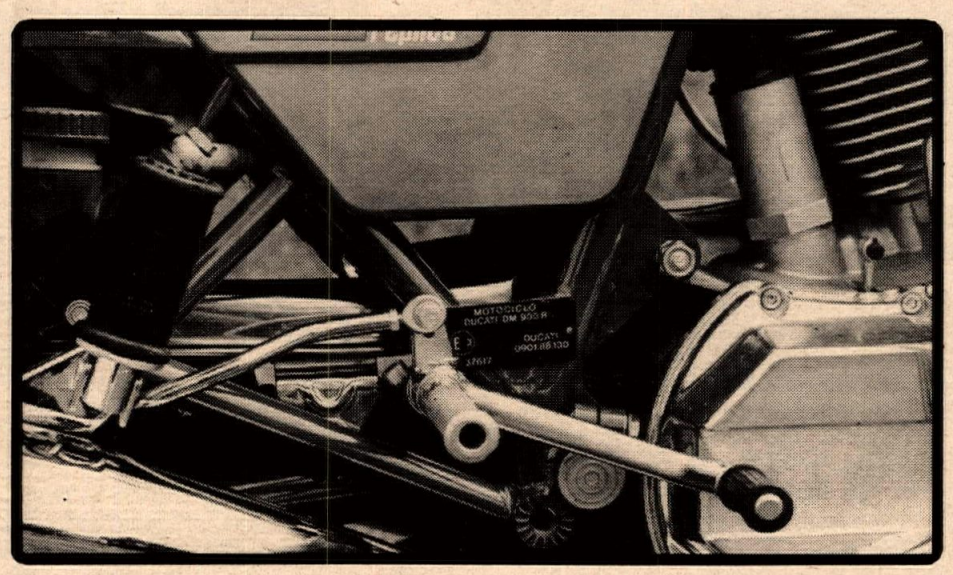
Even if you could get hold of one, the price of owning a limited edition Ducati might take some of the fun out of it. In Canada the bike sells for roughly $8,000 per copy in American dollars. Ouch! That puts the Replica in motorcycling's headiest atmosphere pricewise. Can you imagine the cost of replacement parts (say, the lower part of the fairing and a muffler), if you ever dropped it? Perhaps it's like buying a yacht, if you have to ask the price you can't afford it.

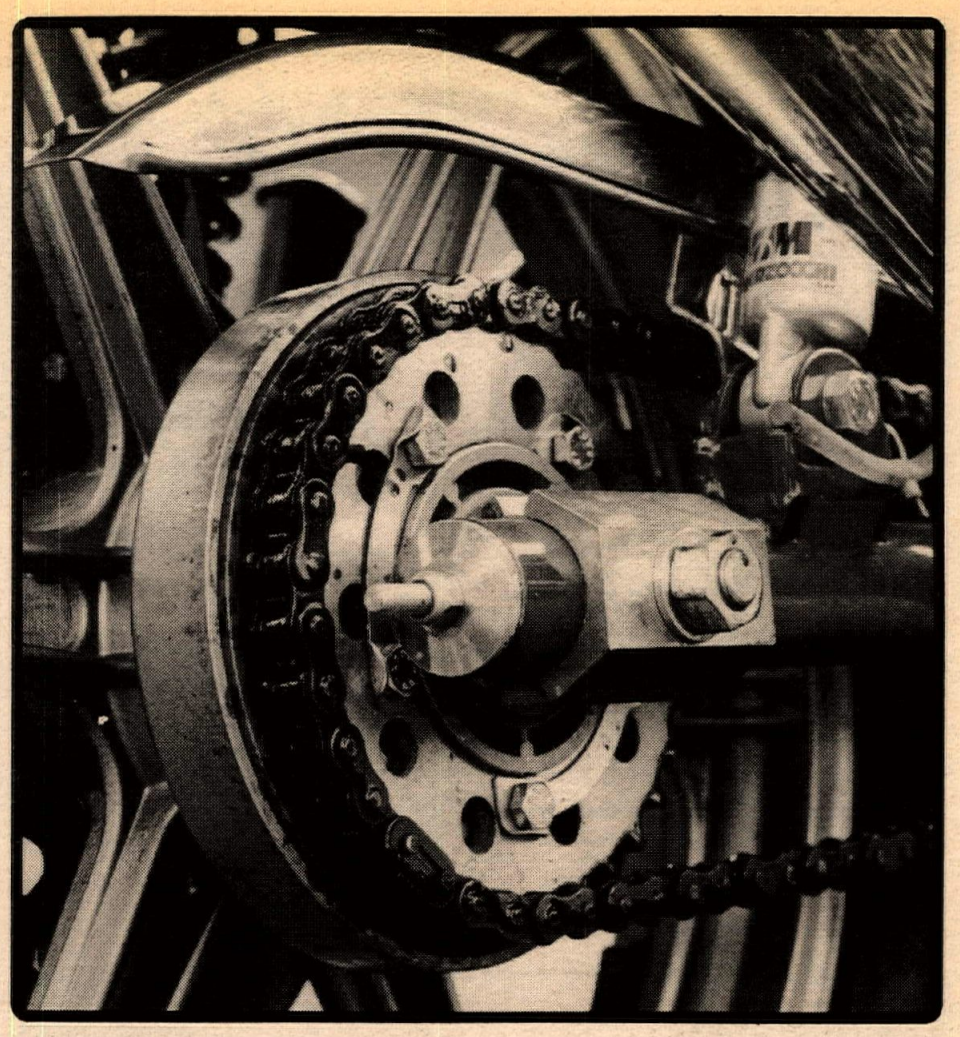
For those readers unfamiliar with road racing, the Mike Hailwood Replica 900R commemorates the late great racer's exploits aboard a similar looking Ducati at the Isle of Man in 1979.

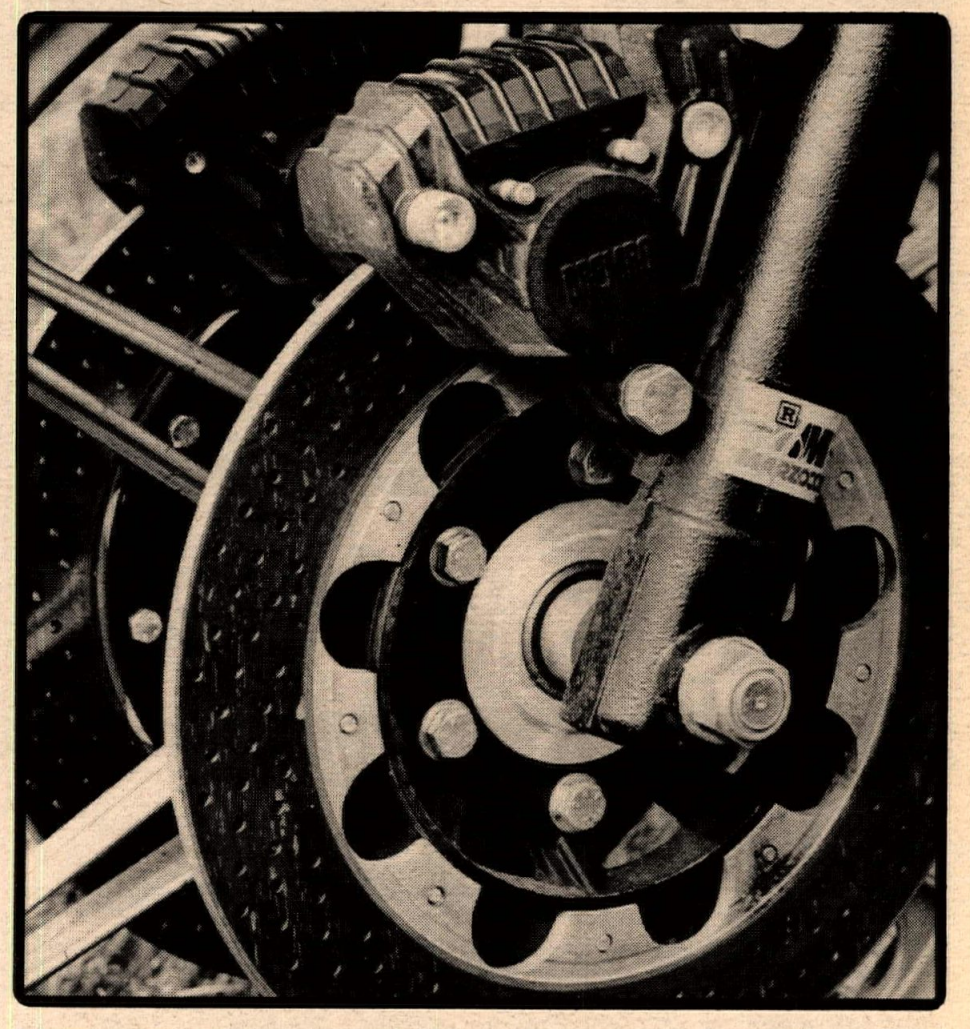
What does the owner of a Replica get in exchange for his lightened wallet? Well...some good things and some others that are less so.

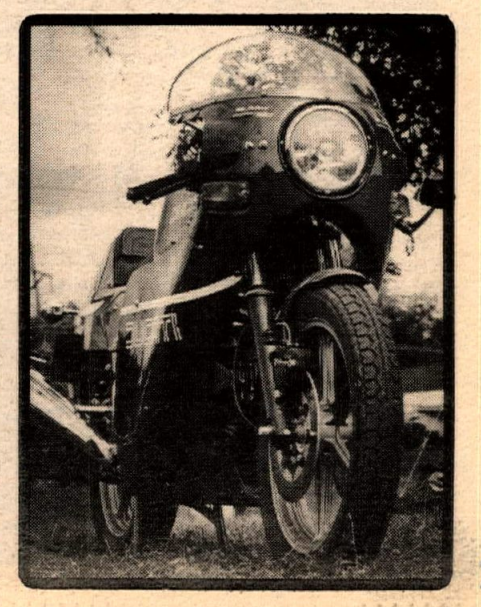
The good stuff is primarily what you see, a lot of flashy style highlighted in the Italian national colors of red, green and white. Mechanically, the bike is a 900 SS with a few minor changes, such as lighter and reshaped











Brembo disc brakes. Otherwise, things are pretty much the same. The noisy and beautiful desmodromic valve setup tops off the 90 degree V-twin engine which actually displaces 863.9 cc. The desmo gear, which is at the heart of the Ducati's mechanical attractiveness, really plays a tune inside the full fairing at speed. All that mechanical whirring and clanking comes straight through to the rider's ear, which, due to the road racer position, is less than a bent arms length away.

Another thing the full fairing does is catch the wind as well as slice through it. Side winds are especially annoying and a weight shift is needed to counter them.

The fine handling chassis and suspension works its usual wonders for the rider, but the crouch position and the fairing take a little getting used to.

The bike should have reliability as its major components have been well proved over the years and it has German Bosch electronic ignition and a 200 watt alternator. This along with the Nippondenso instruments and switches should put to rest forever the old bugaboos of Italian bikes.

A testament to faith in the bike is the experience of Jim Chipura and his trip to Sturgis. Jim, besides being a Ducati dealer, is also a Ducati enthusiast and had been riding a 1977 900SS before the Hailwood Replica was announced. Having sold off the SS, Jim ordered the Replica and waited five months for delivery. That came on Sunday, the day before the rally in Sturgis, SD was to begin. After uncrating and servicing was out of the way, Jim topped off the 5.1 gallon tank and headed south from Winnipeg. He arrived Monday and met up with his friends, also mounted on Italian bikes, and spent the week sharpening his road skills with passes through the twisting sections of the Black Hills. The only disappointments were that the Harley riders on Main Street failed to give the big Duke anything more than a passing glance since it wasn't an American V-twin and an oil leak started to make a mess of the left side of the bike. The leak turned out to be a distorted clutch adjustment cover. After some sanding and reshaping and a new gasket, the engine was oil tight again.

Some other disappointments according to Jim are that the bike didn't come with the Conti mufflers and Pirelli Phantom tires he ordered. Silentiums, which actually do quiet the exhaust noise, and Michelins, which have proved to be an excellent rain tire, were fitted instead. To replace them with Contis and Pirellis would cost an additional $650 according to Jim. Minor complaints are that the gas cap leaks for some reason, even if the fuel isn't filled to the top. The left side headlight on and high-low beam switch is awkward to use at speed which results in sometimes turning the headlight completely off. To check the oil level the entire lower fairing must be removed, which takes about 15 minutes to take off and the same amount to put on again. For some reason there is no crossover balance tube between the left and right sides of the gas tank which makes for occasional one cylinder running if the rider isn't careful. Just remember to turn BOTH fuel taps on all the time, one isn't a reserve. The twist grip throttle assembly also came in for some criticism from Jim. Instead of a quick throttle, which one would expect on a bike of this type, the Hailwood is fitted with a long throw touring type throttle. •

Note: The Ducati Hailwood Replica is available in the United States now. Berliner Motors' Peter Dimeck said, "We've shipped quite a few out to dealers. The first shipment saw the bikes arrive without air cleaners and the proper mufflers, but that has been corrected. The Hailwood Replica is a unique Ducati and while we recognize it isn't for everybody, we can supply them to the enthusiast who seeks something unique." Production is limited, so see your Ducati dealer soon...Editor.

Gary Nixon, Barry Sheene and Sheene's father, Franco, plus a canine friend prepare to depart Manor House.

Sheene's schedule is jam-packed. Here he's taking part in a Wet Bike demonstration at a British marina.

Hangin' out with Barry Sheene

By Gary Nixon

Those close to road racing know that two-time World Champion Barry Sheene wears a Gary Nixon T-shirt under his leathers when he's racing. Why? Two-time Grand National Champion Gary Nixon, one of the greatest racers of all time, was Barry's hero when Sheene was an up and coming road racer and Nixon was already an established star. Sheene feels the Nixon T-shirt is a "good luck piece." With Nixon retired from racing, the hero role has switched -- Sheene is now Nixon's hero. No stronger mutual admiration society exists in the world of motorcycle racing. What follows is Nixon's description of a vacation trip he took to England last month to spend some time with Sheene.

Barry Sheene has been inviting me to come to his new house (actually built 800 years ago) for the last three and a half years. I told him I wasn't sure I could afford a vacation. He said, "I know Freddy Laker and all you have to do is get to New York and I'll take care of everything else." I couldn't refuse an offer like that. I did some checking around and World Airways went from Baltimore (near my home) straight to London. I decided to go out of Baltimore instead of going through New York.

Upon arriving at 7 a.m. Wednesday at Gatwick Airport (Barry lives less than two miles from the center of the village of Gatwick), I was met by Barry and there was no wait as I found out later he had collected me before customs and I didn't even have to clear customs.

We went directly to Barry's house, the Manor House, which was built in the 11th century and has had sections added on over the years to the point that it now has 32 rooms. Barry had the inside remodeled when he moved in three and a half years ago and it is really beautiful.

We talked for a while and he pulled some money out of his briefcase and said, "Here is the money for your air fare." I told him never mind, that I didn't use the free Lakers Airways ticket, so I'd pay. Barry said, "No, I told you everything was on me!" After going back and forth three times, I let him win.

He showed me to my room, where I could clean up after my seven-hour plane ride. That is when I found out how tall British people were in the 11th century. In the center part of the upstairs part of Manor House, there are two doors that are only five-feet tall. After a couple of days, I learned which doors I needed to duck for.

After I freshened up, we got in his neat helicopter and went to the airport where his Cessna twin-engine plane was being worked on and where they were going to do the annual check-up on his helicopter. We got in the Jet Ranger helicopter he was renting ($800 per hour!), but the person who rented it before Barry had left the ignition on and it wouldn't start. So we got in one that looked similar to his except it had big pontoons on it. It didn't ride as smoothly as his; Barry said that was because of the size and weight of the pontoons.

Nick Harris, of *Motor Cycle Weekly,* was waiting at Manor House to do a story on Barry as a preview to Barry's writing an exclusive column for the weekly British paper.

After the interview, we enjoyed a delicious steak dinner prepared for us by Barry's girlfriend Stephanie.

Jewels, a friend of Barry's, showed up with the visas Barry would need for an upcoming trip to Japan. After making sure everything was in order, we went to the Gatwick Penta to have a drink. Barry introduced me to Freddy Laker of Laker Airways and after talking with Freddy for a while I told him he was the second best man I had met. He asked me who was the best and I told him Barry was. That got a laugh from both of them. We made it an early night, because Barry was going to take a test the next day. The test was a requirement towards being licensed to fly a Hughes 500 helicopter.

Road racer Steve "Stevros" Parrish showed up the next day to go with us for the test. Barry said if the helicopter wouldn't get us off the ground safely, I'd have to stay at the Manor House and wait for them. The helicopter got off the ground, but it didn't feel safe to Barry, so he put it back down and I waved goodbye.

I was told later that Stevros didn't know what the test was all about and he sat in the back seat during it. The instructor asked Barry if he was ready for a dead engine landing, and promptly turned the engine off. Barry said he could see Stevros sit straight up and take a big gulp of air. After three dead engine landings, which require you to point the helicopter at about a 45-degree angle towards the ground and go down at 120 mph, and then about 150 feet before you'd hit the ground you pull it back at about 45-degrees the other way to slow it down and then set it on the ground, Barry had passed the test. Hearing Stevros describe the maneuvers, I'm kind of glad I wasn't with them.

That night we watched video tapes of a Donnington race and talked until around 3 a.m.

The next morning I was up first and went out to Dale Singleton's caravan to see if he wanted any coffee. Dale showed me the toes he didn't have anymore due to his Silverstone crash, and then he was off to the airport to fly home to Georgia to see his doctor.

When I went back inside I noticed a lot of boxes of wine someone had delivered. I also noticed a bill for $1,100! Stevros and I put the wine away in Barry's wine room and then we were off to a boat show where Barry and Stevros were going to demonstrate some Wet Bikes.

It was about 30-minutes by helicopter to where the boat show was to take place; the only problem was no one had told Barry where he could land the helicopter. There was an Army base nearby, but Barry thought we had better not land there, so we landed across the channel in an open field. A worker in the area came down the road to give us a lift to the Army base where, hopefully, someone could tell us how to get to the boat show. After Barry signed autographs for everyone in the place, they took us by boat across the channel to the show.

The Wet Bike people asked me if I wanted to ride one of them, but after checking the temperature of the water, I said no.

Barry and Stevros were in the water for about two and a half hours and then after three TV interviews, the Army's rescue boat took us back across the channel and we headed for the Manor House for more of Stephanie's great food, a Sambuca and more talking till about 3 a.m.

Saturday, Barry and I went to the local grocery store and just about everyone in the store recognized him. At the check-out counter, I was packing the goods and Barry was signing autographs. The clerk told him the total and he wrote a check for the amount. Then the clerk who had just been watching him give his autograph to everyone asked him for identification. I almost fell over.

Next we stopped by a liquor store to get some bottles of Sambuca. After Barry signed an autograph for everyone in the store, he presented a credit card to pay for the merchandise and they told him that they would have to run it through for a credit check. I almost fell over laughing.

When we got back home, Barry asked me if I wanted to take a ride on his new Yamaha XS1100 to go and see what was in at the local movie theatre. I said sure, seeing as how I trust him so much in his Rolls-Royce, it would be no problem on the bike. Wrong! I got on the back of his new bike which had only one mile on the odometer, and we took off for the theatre. We hit the first straight and he took the bike up to 120 mph. Then we got to the first round-about and I was going to do a Barry Sheene -- you know, drag the knee in the corner -- and I almost fell off the back. We stopped to get some gas and I told him he freaked me out because I didn't know the road. He said, "Trust me, Nickers." As we left the gas station/bike shop he said, "Let's do a wheelie!" I told him not to flip the #*¢%&@#! I grabbed him around the chest and he pulled off a pretty good wheelie. With a little practice and some help from Doug Domokos, we could probably be pretty good.

After the wheelie, I found out that if I squeezed real hard on his chest he would shut off because he couldn't breathe. On the way home, everytime I saw a danger sign or a round-about sign, I would squeeze real hard and he would shut off.

Barry's beautiful sister, Maggi Smart was at the Manor House when we got back with her little boy, Scott, and little girl, Paula. She had come over to see her mother and father and visit with us. After another wonderful dinner we all went to the movies to see James Bond's *For Your Eyes Only.*

We got there early, but the manager said there was a B movie we could watch until it was time for the show to start. I didn't catch the name of the movie, but it was filmed in Australia and was about some bad guys and bikes. It was spectacular, to say the least. They had one shot of a guy and a bike getting run over by an eighteen-wheeler!

The next day Barry told me not to eat much because that evening we were going to have a Sunday dinner. It was another great Stephanie-prepared

Building these is a lot like racing them; you can't quit while you're ahead.

YAMAHA
YAMAHA
YAMAHA
YDVS

Always wear a helmet and eye protection. Specifications are subject to change without notice.

Introducing the 1982 YZ's.

The motocross machine that goes fast enough and handles well enough hasn't been built yet.

It probably never will be.

But, every year, one comes close.

Almost always, its initials are YZ. And it's built by Yamaha.

The reason Yamahas come out ahead might be because they start out ahead.

This year's YZ's are no exception.

They've got features that are years ahead of anything you're likely to see from the competition.

Innovations that make for faster engines, more suspension and better handling. Innovations that add up to the absolute finest racing machines ever to come from Yamaha.

Or anyone else.

Yamaha makes a pivotal discovery.

Seven years ago, while the competition was trying to perfect the two-shock rear suspension system, Yamaha threw one shock away, made the other one bigger and introduced a simpler more efficient system called Monocross.

The rest was victory.

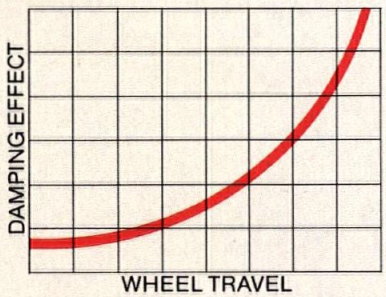
After victory. After victory.

And while YZ riders were out winning, we were out improving Monocross. We added travel every year. We increased the shock damping. We gave it more adjustability.

This year, we changed it so much, you won't even recognize it.

Of course, the shock is still up under the gas tank. And there's more travel than ever before. Added damping. And more adjustability. But there's something else too.

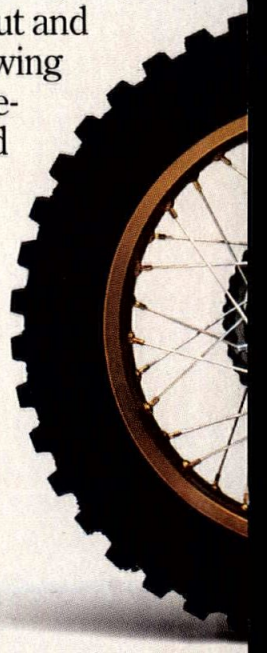
A pivot arm. And while it looks simple enough, that pivot arm, combined with an I-beam strut and a new extra-stiff swing arm provides something that's elluded engineers for years.



A true rising-rate suspension system.

What rising-rate means to suspension is simple.

At rest, the suspension is extremely soft. As the rear wheel begins to move upward,



the suspension begins to stiffen. The farther the rear wheel travels, the stiffer both the spring rate and the shock damping become.

What rising-rate means to you is the best of both worlds.

Smooth, supple action over small stutter bumps and whoop-de-doos. Stiffer, more solid response for deep ruts and big jumps.

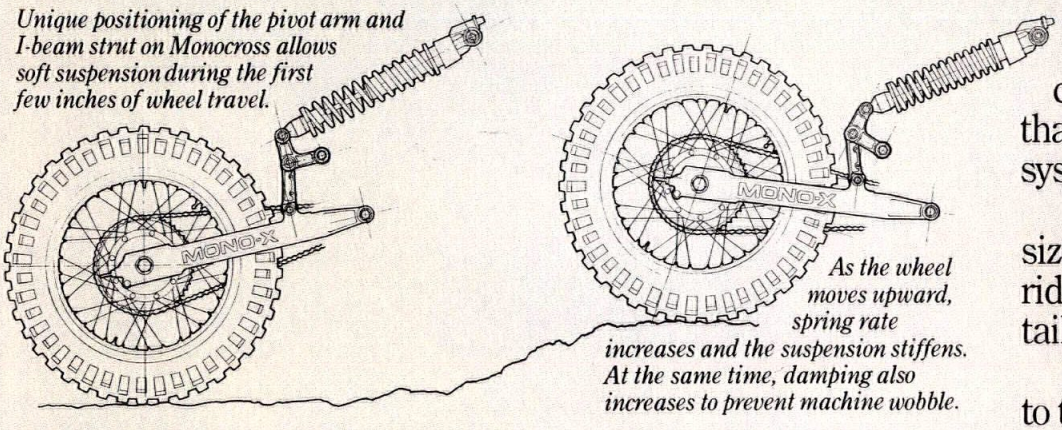
As a result, the rear wheel stays in contact with Mother Earth longer than ever, so you can go faster than ever. Over more kinds of terrain than ever.

And not only does Monocross now offer rising-rate suspension, it's also got more adjustments than you could use in a month of Sundays.

While most systems have adjustments for rebound damping and pre-load only, Monocross offers rebound damping, preload *and* compression damping adjustments. A total of 35 settings that make Monocross more adjustable than any suspension system on two wheels.

So no matter what size you are or where you ride, Monocross can be tailored to fit your needs.

Of course, there's more to the new Monocross system than meets the eye. Just cast yours on the conveniently exposed YZ below, and you'll see what we mean.



Unique positioning of the pivot arm and I-beam strut on Monocross allows soft suspension during the first few inches of wheel travel.

As the wheel moves upward, spring rate increases and the suspension stiffens. At the same time, damping also increases to prevent machine wobble.

In addition to the rebound damping adjustment, Monocross features a 10-stage compression damping adjustment for a total of 35 different settings.

On the YZ125 and 250 the frame actually carries water for the cooling system.

The damper adjusting rod inside the Monoshock is made of a magnesium alloy to prevent heat and high oil temperature from affecting damping.

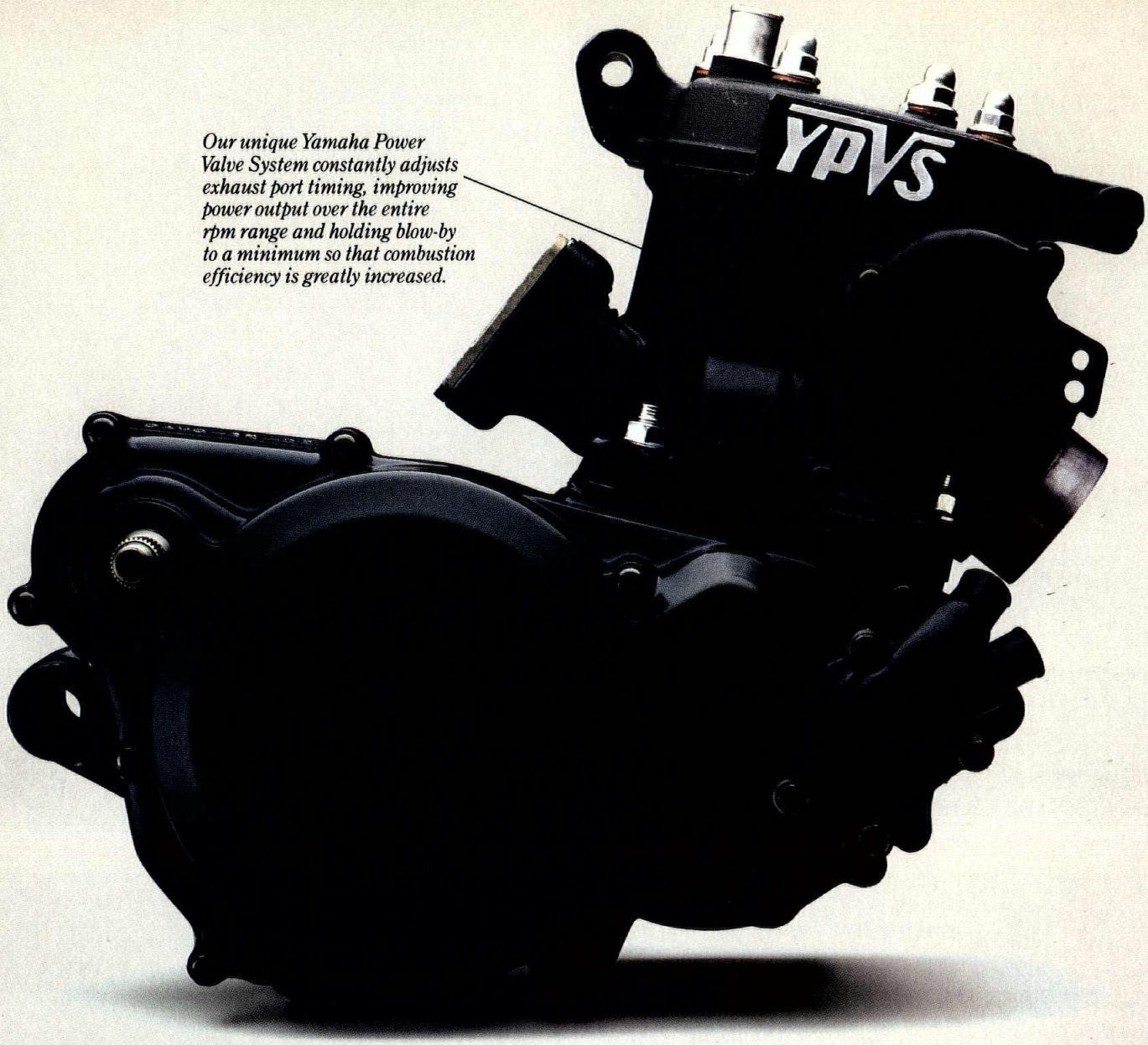
To match the new rear suspension, the front forks have 300mm of terrain-eating travel.

Full floating rear brake makes braking smooth and predictable.

Remote reservoir provides the Monoshock with plenty of oil for reduced heat and consistent damping.

Extra heavy-duty, box section swing arm is reinforced to keep flex to a minimum.

The single-down-tube cradle frame is light, strong chrome-moly. It provides a low seat position and low center of gravity.



Our unique Yamaha Power Valve System constantly adjusts exhaust port timing, improving power output over the entire rpm range and holding blow-by to a minimum so that combustion efficiency is greatly increased.

Introducing the only motocross bikes that come with two engines.

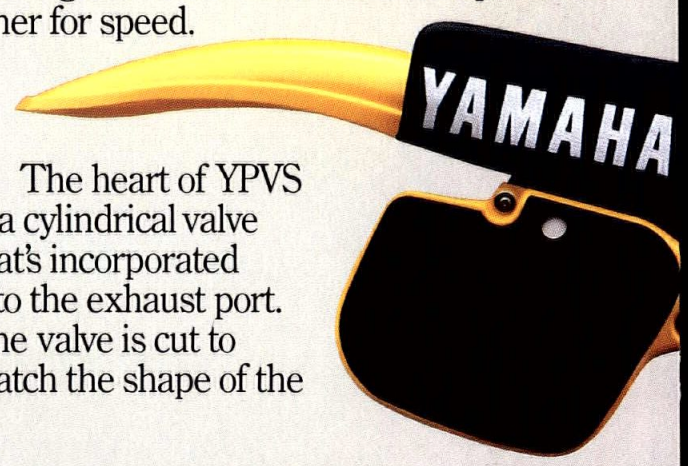
The two-stroke engine is almost perfect for motocross. It's lightweight, compact, powerful and easy to cool.

Now, about the "almost."

With the typical two-stroke engine you have to set the exhaust timing for one of two things: low-end torque or high-end speed. Or, find a happy medium and lose a little on both ends.

As you might expect, we've got a new approach.

Our new YPVS on the YZ125 and YZ250. YPVS translates into Yamaha Power Valve System. And that translates into getting two engines in one. One set for torque, the other for speed.



The heart of YPVS is a cylindrical valve that's incorporated into the exhaust port. The valve is cut to match the shape of the

YZ490

YZ250

YZ125

YZ100

port and rotates to reduce or increase the exhaust port height, which, in turn, changes the exhaust timing.

And you don't have to lift a finger.

Just twist the throttle and YPVS automatically gives you plenty of torque at low rpm and plenty of speed at high rpm. All the while, improving overall power output, combustion efficiency, and, wonder of wonders, gas mileage.

As if adding brand new suspension on almost every new YZ and building an extra engine into two of them weren't enough, we threw in a couple more new tricks, too.

Like a YZ80 and 250 that run on water. What our unique water-cooling did for last year's

YZ80

YZ60

YZ125 it now does for the 80 and the 250: makes them go much faster. Much longer.

As for our big bore YZ, it's now got a bigger bore.

487cc's of mud-slinging, berm-busting muscle that combine with a new wide-ratio 4-speed transmission to keep the maxi-YZ right where it's always been.

At the top of the open class.

A new, works-style seat extends up the fuel tank to give you more freedom of movement. Not to mention extra comfort and protection where it counts.

Every YZ comes with its own pit crew.

At Yamaha, we realize that the best way to keep you out in front is to stand behind you.

That's why at many Yamaha dealers you'll find our Team Yamaha Centers. Here you can get up-to-the-minute, detailed information about outfitting and fine-tuning your bike for competition.

In our Competition Wrench Reports, for example, you'll learn the very latest discoveries in adjusting and modifying everything from suspension to carburetion.

And if you're in need of some really fast answers, the Team Yamaha Center has a direct line to Yamaha's Engineering department. So your dealer can get all the information you need. When you need it.

Team Yamaha Centers even receive Yamaha race result mailgrams. To keep you posted on the National standings.

And give you something to shoot for.

YAMAHA

THE WAY IT SHOULD BE.

feast and Barry ate two steaks to my one and he was also through before I was.

Monday and Tuesday Barry spent arranging everything for a trip to Hong Kong and then on to Japan for a race at the Yamaha track, Sugo. From there he would head back to London, go over to Spain for a race, then back to London, then off to Malaysia for a race, and finally back to England for the Race of the South at Brands Hatch at the end of October.

His phone bill must be something else. I would walk in the office and he would be on the phone speaking Spanish to someone in Spain. Then he would call Japan, and then call Michelin in France and speak French, then Italian to someone in Italy, and on and on. This went on for two days and by the time it appeared he had everything arranged we were off to Mallory Park for practice.

We flew over George Harrison's mansion. We were going to drop in and see the former Beatle, but Barry called and George was in L.A., so we just flew over his place. It was big!

On the way back to Manor House from Mallory Park, the helicopter's fuel was getting low and Barry called an Air Force base to see if we could land and get some jet fuel. They said no, but came back a little later and asked if it was an emergency. Barry told them no, and we stopped at the place where he had taken his helicopter license test earlier in the week. I asked him where the reserve fuel switch was, and he told me there wasn't one! I then asked how much advance warning you got that the helicopter was running out of fuel. He pointed at a little red light and told me that when the light came on it was accompanied by silence!

We landed with the gauge showing we had 20 gallons of fuel left, but when we filled up we found out we had had only 11 gallons. That was close enough for me.

Thursday and part of Friday were spent on more arrangements for his up-coming trip. In between all his phone calls, Barry was being interviewed by reporters that showed up at Manor House or called on the phone.

We were going to take the helicopter to the Mallory Park race meeting, but the weather forecast on Friday didn't sound good. Barry decided we had better take the Rolls so we wouldn't get stuck at the track in case of bad weather. Going through London in the Rolls is a trip all by itself; all I did was hang on and watch how close we came to everything -- pretty close, but not a scratch. We got through London and then went up the motorway at 120 mph.

Friday evening at the Holiday Inn I ran into Martin Carne, who used to work on my 250 Kawasaki road racer. Martin, Stewart Shenton, Derek Ballington (Kork's brother) and I talked till about midnight.

Saturday was filled with practice at the track and then dinner at the motel. Someone was having a wedding party and Barry and Stephanie, Stevros and his beautiful girlfriend Linda, and I were invited to the party. While Barry and Stevros were busy signing autographs and talking, I was on the dance floor with both of the English beauties at the same time. With a little practice I think we could perfect our new back flip routine.

We left the party fairly early so Barry and Stevros could get some sleep, but as we headed for the rooms I ran into Martin and Derek again and we hit the bar and talked until 1 a.m.

Sunday morning we were to get up at 7 a.m., but I woke up at 5 and couldn't go back to sleep. Upon arriving at the track I decided I would try to catch up on some Z's in the race truck, but "Three Toes" Singleton had returned from the U.S. and woke me up to show me how good his three-toed foot was doing. After checking it out, I told him at least he wouldn't have to worry about washing between the toes on that foot.

The Race of the Year that day was without a doubt one of the best road races I've seen in years. Barry's works Yamaha 500 was in Japan, so he was aboard a Yamaha 750 which is about 85 pounds heavier than the works Suzuki 500s of Randy Mamola and Graeme Crosby, and the works Kawasaki 500 of Kork Ballington.

Just before the start of the race I headed out to Devil's Elbow, a 100 mph left hander, where I thought I could get some good photos, but about 200 other people had the same idea and I thought I'd be shut out. Then I saw a scoring tower and I thought it wouldn't hurt to ask if I could climb up. The people in the tower knew me from the years I had raced there and invited me up. It was a great place to watch the race from as I could see the whole track.

Barry got the lead on the start and started to pull away, but at the end of the third lap he put his hand up going into the esses. He thought something had happened to the clutch and he was afraid something was going to seize up. Mamola took the lead for a few laps and then Barry, pressing on with no clutch, overtook him and led several laps. After that it was anyone's race as Ballington and Crosby took turns leading.

On lap 32, Barry had retaken the lead with Ballington second and Crosby third. He held the lead until lap 37, when Crosby was able to move to the front because the front brakes on Barry's heavy 750 were fading due to not having a clutch so the engine could be used in braking.

Barry was right behind Graeme at the finish and if it had been the last lap for the 500cc World Championship I think he would have tried to out-brake him. But with the fading front brakes and with the next month of important talks (with Yamaha) and races coming up, he decided to settle for a close second.

I'm sure if Barry had retaken the lead the crowd might have hurt themselves doing double back flips. It was a great race and after the checkered flag waved I had to check my heart to see if it was working properly.

When I got back to the motorhome after the race, Barry was inside doing an interview, signing autographs and changing clothes all at the same time. Following a TV interview, we got back in the Rolls to split back to Manor House.

On Tuesday, Barry and Stephanie and I flew down to the town where my in-laws live. We were told we could land on a cricket field, but be sure not to land on the cricket wicket (what ever that is!). We finally found the cricket field and made a perfect landing. It was time to say goodbye to Barry, and thank him for the best time I had had in a long, long time.

Wednesday, my sister-in-law took me to Maidstone to see Barry's brother-in-law Paul Smart at his shop. Paul and I raced against one another back in the early seventies. Many of you will probably remember him as one of the first riders you saw hang off a road racer and for his charging rides on Triumph Tridents. We enjoyed another great English dinner at Paul's house that evening. Following dinner, Paul took me back to John and Alma's (my in-laws) home and we talked until about 2 in the morning.

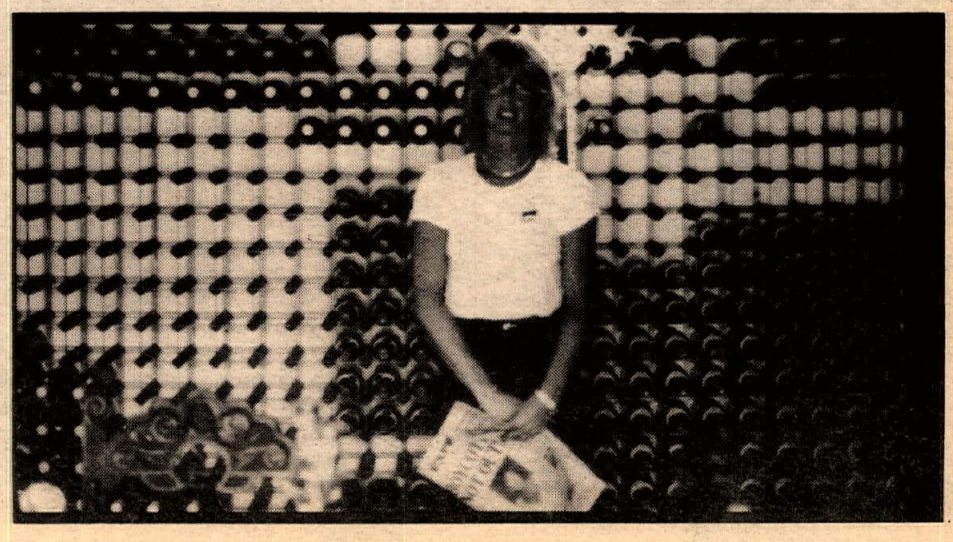
Just a few hours later it was off to the airport and back to the good old U.S.A. As you can probably tell by what I've written, I had a great time and was treated like a king. Thanks, Barry! •

Gary Nixon gets a hug from Sheene's girlfriend, Stephanie McLean, while Sheene's mechanics smile for the camera.

Sheene tends to a rented helicopter, similar to his own, while his father waits.

Not your typical race-going van, this is Sheene's truck that transports his works Yamahas to the races.

Care for a bottle of wine? Stephanie poses in front of just a portion of the wine Sheene keeps on hand.



ANSWERS

1. Yes.

Putting only the right foot down as the bike stops demonstrates to the troops you've got everything under control. You don't want to be the rider who does a rain dance. You know the one. He puts his left foot down as he stops. Then he puts his right foot down, lifts the left foot up to put the transmission in neutral, then puts the left foot back down again.

There are exceptions to the right-foot-only act, of course. One of them is on a day with severe cross-winds when you're stopping a full-dress KZ 1300 loaded down with luggage and your 250-pound girlfriend.

Putting both feet down is always preferable to toppling over. It's hard to look polished while picking up your motorcycle, especially if it happens to be one of the King-Kong variety.

2. Yes.

The skilled rider usually doesn't need to put his foot (or feet) down until the bike has actually stopped. Sometimes the reason for stopping may be eliminated (light changes to green, for instance) just as the rider stops. So he rides away without removing his feet from the pegs.

If this is a technique you haven't mastered yet, a few practice sessions in an empty parking lot will let you add it to your repertoire of smooth moves.

3. No.

Precise throttle control is a key element in the skilled rider's arsenal. It's hard to precisely operate the throttle if there is freeplay present. Sure, once you've twisted the throttle to the point that it starts pulling up the throttle slides or moving the butterfly valves, there's no slop left. But if you're out on your favorite backroad heeled over in a corner, just releasing the brakes at the apex and rolling on the throttle, you want that throttle movement from idle to off-idle to be precise. Throttle slop makes that precision more difficult.

Take an informal survey. The next time you're around a group of parked motorcycles, check the throttle grip on each one for freeplay. Watch the riders of these machines take off. Usually the ones with no throttle slop will ride off wobbling less and with greater authority than their sloppy brethren.

As a last check, the next time you're near Freddie Spencer's bike in the pits, check to see how much throttle slop his machine has. If Mike Velasco tells you to beat it before he runs you over with an ATC, check another racer's machine. You won't find any slop. At least you shouldn't.

4. Yes.

No self-respecting rider drags his feet on takeoff. If you've developed the balance and confidence you should have, you can put your feet on the pegs immediately at takeoff.

5. Yes.

This, in addition to looking classy, marks you as a person who has good control of his machine and good balance. Watch an experienced rider on his full-dress tourer. He rarely puts a foot down until he stops, or just a fraction of a second before the machine stops.

If you're a little rusty on the slow-speed feet-up routine, the old practice-in-the-empty-parking-lot will work wonders.

6. Yes.

Of course there are cruise controls that prevent your wrist from getting tired. But if one isn't present, a skilled rider can use his left hand to work the throttle and steer.

If this is a skill you haven't mastered, give it a try. Practice it away from traffic. In the process of learning how to do it, you'll also learn exactly how countersteering works, in case you don't already know.

7. No.

The skilled rider rarely forgets. Riders who frequently forget to turn off signals are riders who need to concentrate more on what they're doing. They're also the reason a lot of bikes now have self-cancelling turn signals which cancel before you want them to.

8. Shift into neutral.

Ever borrow somebody's motorcycle and have to down-shift five times just to take off? The rider you borrowed it from could stand to polish up his stopping technique. Sure the bike can be stopped in high gear.

But why not put it in neutral when you stop? It makes things easier when you're ready to take off again. Besides, stopping the bike in gear just isn't a class act—unless, of course, you've got to park it on the kickstand on an incline. In this case, parking it in neutral and watching it roll down the incline is not a class act.

9. The ignition switch.

Sure, the kill switch is an excellent safety item on your scooter. If the throttle sticks wide-open, for example, using the kill switch may keep you from crashing as well as prevent the engine from self-destructing. But under normal riding conditions, why bother with the kill switch? You have to turn the ignition switch off anyway.

10. Yes.

If you don't, how are you going to spot the drunk coming up behind you who is about to make you and your motorcycle part of his grill?

11. Yes.

The skilled rider looks upon every car as the enemy. At any moment it may swerve or do some other idiotic maneuver which could bend you and your motorcycle.

The difference between stopping soon enough and not stopping soon enough is often only measured in a fraction of a second. Perhaps the fraction of a second it takes for your fingers to reach for and close around the front brake lever.

Such a short duration of time can be valuable, for example, when the half-awake driver in front of you suddenly locks up his brakes because he just missed his exit.

12. Yes.

Countersteering is the art of turning the handlebars to the left to make the motorcycle turn right, and vice versa. It's easy to learn, and the more you consciously practice it, the sooner it will become part of your defensive riding arsenal.

Using countersteering effectively means you can pick a precise line through a corner, as well as make a rapid evasive maneuver if the need arises. If a car suddenly pulls out in front of you, you have only two choices—you must slow the motorcycle enough to keep from hitting the car, or you must be able to swerve to avoid hitting the car. Studies have shown that many motorcyclists can neither brake nor swerve effectively.

Countersteering is a progressive thing. The quicker and farther you turn the handlebars in one direction, the faster and sharper your turn in the opposite direction will be. To practice swerving using countersteering, pick imaginary targets on a deserted road (a leaf, for example). Wait until you're almost there, then pretend it's a person who suddenly darted out in front of you. Countersteer to avoid it. If you don't make it, running over a leaf won't hurt anybody.

Keep practicing. You'll be surprised at how quickly your evasive-maneuvering skills improve. You'll never hit a leaf again. Your chances of missing a man or car that suddenly block your path have improved too.

13. The front brake.

The front brake provides most of the stopping force. Road racers, for example, use very little rear brake. That's because that under hard braking the rear wheel is so light on the ground (sometimes not even on the ground) that strong rear-brake application will cause the rear wheel to lock.

Practice hard braking on deserted roads or in parking lots. Don't try to squeal the front tire from 80 mph the first time. Work up from slow speeds, say 15 mph.

14. Yes.

If you don't, how are you going to see that garbage truck that's not going to stop for the red light?

15. Yes.

Again, a technique that can be practiced on a deserted road or parking lot.

16. Yes.

If you don't, how are you ever going to improve? You can't wait until an emergency occurs and then practice. Besides, don't you want to look like you know what you're doing when you're on your scooter?

How did your compare?

If you answered all 16 right, rate yourself as one slick dude. Other experienced riders will admire you and respect the way you ride a motorcycle.

If you got 10 right, you're still a sharp rider, and you may just think it's silly to practice the six you missed.

If you answered only five correctly, you're kind of rough around the edges and could stand with some practice on deserted roads and parking lots.

If you missed them all, you're just another squirrel from Wobble-City. But you should try to change. Because the way things work in the streets, the riders that got most of these questions right not only look more polished, they probably have better control over their motorcycle than you do. And that can spell the difference between being an accident statistic and reading about one.

And we're all interested in that.

CYCLE NEWS November 4, 1981

How polished is your riding?

By Ray Hill

You know this rider.

During takeoff he drags his feet several yards before putting them on the pegs.

He brakes for a turn later than Kenny Roberts would, and is fortunate that the runoff area next to the road is free of ditches or fences.

He brakes for the next turn three times earlier than necessary—then later almost rear-ends a car stopped for a red light.

He wobbles through corners with the indecision of a baby taking its first steps.

He rides for miles, oblivious to his own blinking turn signal.

He stalls the engine trying to take off after stopping on an uphill for a light, then almost backs into the car behind him while trying to restart the bike.

Sure you know this guy. He's you, me, and everybody else who ever started riding motorcycles. We all pass through the wobbling/feet-dragging-during-takeoff stage. But with experience and practice, we, hopefully, become more polished.

How polished have you become since those beginning days?

To help you decide, I've devised this completely biased test, along with an equally unscientific rating system. Even so, it's been my experience from observing many skilled riders (racers, magazine test-riders, and other high-mileage enthusiasts who care about the way they sit on a motorcycle) that these pilots would score very high on this exam.

Give it a shot and see how you compare.

QUESTIONS

1. When you come to a stop, do you often put only your right foot down to support the motorcycle?

2. Do you occasionally come to a complete stop for a brief moment, but take off again without putting either foot down?

3. When the engine is idling, if you rotate the throttle grip back and forth, is freeplay present?

4. When taking off, do you immediately put both feet on the pegs?

5. When maneuvering in parking lots and similar places at very slow speeds, do you keep both feet on the pegs as long as the bike is in motion?

6. To rest a tired throttle hand on that long deserted interstate, can you ride the motorcycle, controlling the throttle smoothly and steering precisely, using only your left hand?

7. Do you often forget to turn off turn signals after making a turn?

8. When you stop the bike and turn off the engine, do you leave the machine in gear, or do you shift into neutral as you're coming to a stop?

9. Do you usually shut off the engine with the kill switch, or do you use the ignition switch?

10. Do you check the mirrors when coming to a stop at an intersection, and continue to check them frequently while stopped?

11. When riding in heavy traffic, do you ride with two fingers resting lightly on the front brake lever?

12. Do you know what countersteering is, and do you consciously practice it?

13. Which brake do you use to generate most of the stopping force on your motorcycle?

14. When a light turns green, do you look both ways before taking off, even though you have the light?

15. If the motorcycle is travelling in a straight line, can you look to the right or left behind you, without veering drastically away from your line of travel?

16. Do you ever practice hard braking, slow-speed turning (with both feet on the pegs), and other skill-maneuvers in a parking lot or deserted section of roadway?

Desert Hotline

Corda cops D-38 Grande Wind H&H

By Loretta Pipkin

PLASTER CITY, CA, OCT. 11

Craig Corda (Frontier Suz) triumped over the elements as well as the pack in the Imperial Valley M.C. Grande Wind hare 'n' hound. Three different loops of 21, 23 and 25 miles made up the course. Everyone fought a 50 mph wind and the accompanying dirt and debris through the whole event.

Don Seay, Jr. gave it a gallant try on his 125cc as he was first to the tressel on the first loop followed by the bigger bodies and bikes of Corda and Claude Maynard. Then out of the dust came another 125cc in the lead in the guise of Torsten Corum. It was short-lived as he got a piece of wire tangled up in his rear wheel, putting him out of the race past check two. Seay got a flat that ended his run.

Corda now had his line dialed in and the big Suzuki was responding to his call. "I had no problems," said Corda, "it was a smooth ride barring the sore neck riding against the wind." Paul Eddy moved into second spot a couple of minutes behind Corda. "My 250 was having a time against the wind. If it had had a windshield it would have been pitted to no end," quipped Eddy. Port Paul finished third overall followed by Vets Bill Reams, Richie Kind and Ed Mundy.

Unofficial results

OVERALL: 1. Craig Corda (Suz); 2. Paul Eddy (Yam); 3. Port Paul (Yam); 4. Bill Reams (Yam); 5. Richie King (Suz); 6. Ed Mundy (Yam); 7. Dale Stevenson (Yam); 8. Terry Belcher (Yam); 9. Claude Maynard (Hus); 10. Tim Barlow (Yam); 11. Roger Adsit (Yam); 12. Bill Thornberg (Suz).

Hill, Hansen, Welch whip MRAN EuroScrams

By Chuck Harper

LOOMIS HILL, NV, OCT. 4

Team Vegas Cycles' Bill Hill, Jr. flew his Suzuki Floater to top 125cc Expert honors at the third annual Silver City Scramblers Motorcycle Racing Association of Nevada-sanctioned "Horney Toad" European Scrambles.

Sportsman Cycle teamster Fred Hansen bulled his KTM to a second successive 250cc Expert win while Duralube-backed Kevin Welch (Mai) picked up the Open Expert triumph. It was also Welch's second straight win in MRAN competition.

The age divisions saw Casey Folks, Jr. (Hus) capture the Over 30 crown as Ron "Zoomie" Loomis (Mai) put it on the Over 38 set.

The 125s were the first to go and Billy Hill immediately jumped into a huge lead. MRAN 125cc number one Daryl Folks lagged behind in second on a Husky support bike while last race winner Paul Emerson (Kaw) was destined to suffer a rear tire blow-out six miles from the start. "Berzerko" Bennie Brown (C-A) was also an early casualty when he collided with another rider off the start.

Hill was flying as they made the first loop but much to his dismay he suffered a rear flat. However, it did not slow him down much and he finished with a comfortable margin of victory over Folks in what was undeniably his day. It was an especially sweet victory for Hill in that the rivalry with Folks goes back a generation as his dad Bill and Daryl's dad Casey have been racing each other with a vengeance for over 10 years. To add frosting to the cake Billy's win came in a race where his dad happens to be a member of the sponsoring club.

The 250s were next and motocrosser Brad Hilton surprised everyone including himself when he led the first lap and a half on his Roger Welch-prepped Can-Am. Fred Hansen was not far behind and was set up for a fight to the finish when Hilton's machine developed carb ills and forced him off the pace. From there it was a cakewalk for "Fast" Fred who has taken the checkered flag first so many times in MRAN racing. MRAN 250cc points leader Glenn Wischmeyer (Hus) is starting to show the strains of leading the points table as he again struggled in behind Hansen in third place.

Anthony Pasqualotto again bolted to the front of the Open Expert race as he led a Maico freight train consisting of himself and Kevin Welch. Pasqualotto led for a lap and a half but munched it hard in the rocks before Beer Bottle pass. Welch witnessed Anthony's crash, pulled up to him to make sure he was OK and then jetted on to the win. Pasqualotto picked it up and finished a painful second while Open Amateur sensation Roger Peters (Hus) was riding with blood in his eyes in third overall, first Open Amateur on his Bobby Williams-tuned mount.

D-38 Barking Spider HS falls to Foland

By Loretta Pipkin

PLASTER CITY, CA, OCT. 4

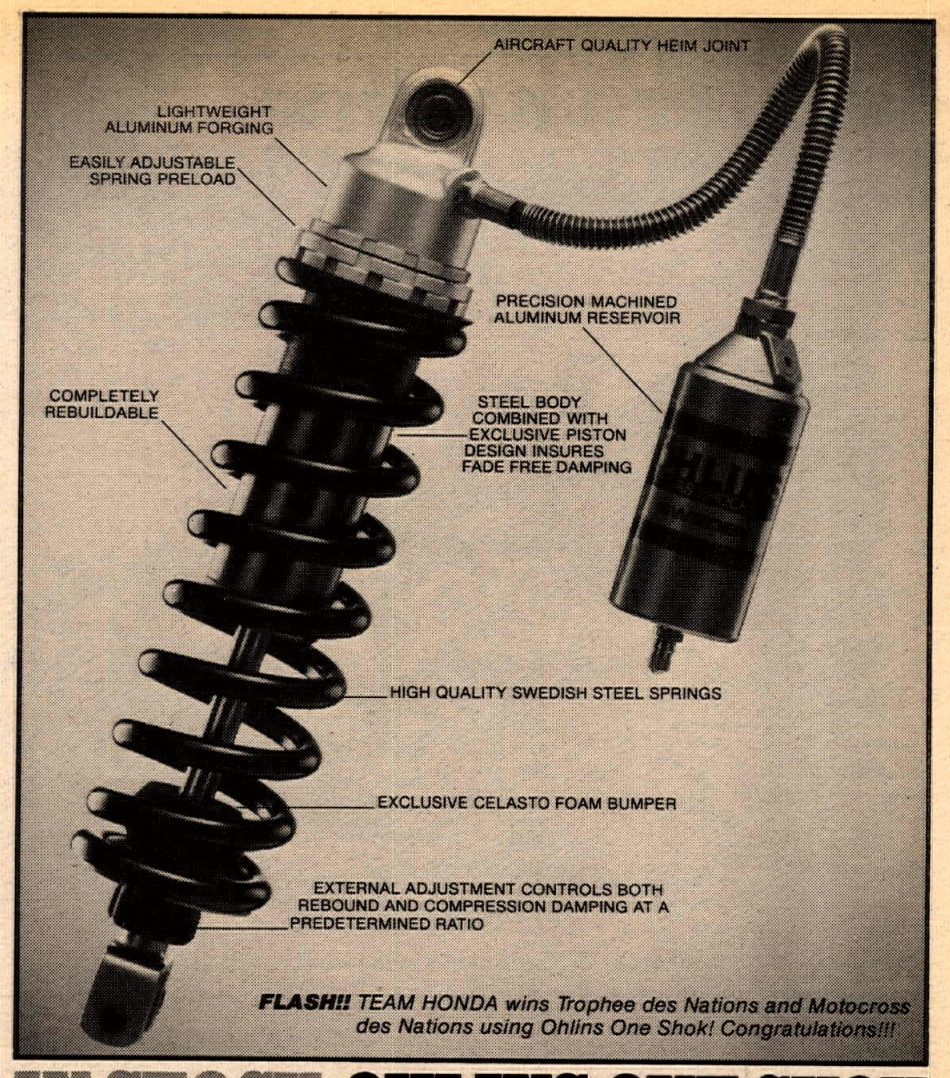
Jeff Foland (Knobby Shop) outdistanced rival D-38 riders in the Barking Spider Hare Scrambles put on by Fudpucker Racing Team.

Foland took an early lead in the four-loop race, and at the end of one he was 30 seconds ahead of Morgan Malocco, who was stretching out his factory Honda in prep for the Baja. "I could get on him (Foland) in the rough stuff," said Morgan, "but he ran away in the straights." It proved true as gearing and a flat put Malocco on the trailer, while Foland put the distance between him and the next guy.

Don Seay, Jr. was pourin' it on with his 125cc. He moved past Richie King and Lloyd Thomas putting him within a couple minutes of Foland. Into the third loop Foland lapped nine riders while Thomas disappeared on his 125cc and Seay put 18 spots between himself and the next competitor. Dale Conner notched the 250cc Amateur class win and third overall, while Vet Expert "Papa Bill" Reams whistled in ahead •

Results

OPEN EX: 1. Jeff Foland; 2. Tim Barlow.
250 EX: 1. Port Paul; 2. Matt Hope; 3. Dave Hannond.
125 EX: 1. Don Seay, Jr.; 2. Ed Foland; 3. Torston Corum.
OPEN AM: 1. Steve Basin; 2. John Robinson; 3. Gary Trainor.
250 AM: 1. Dale Conner; 2. Terry Belcher; 3. Jack Fuller.
125 AM: 1. Andy Foster; 2. Bill Adsit.
OPEN NOV: 1. Gregg Woodington; 2. Rory Chenoweth; 3. Roger Lopez.
250 NOV: 1. Andy Mathews; 2. Scott Mathison; 3. Blake Fair.
125 NOV: 1. Pat Loweri; 2. Scott Reams; 3. Scott List.
VET EX: 1. Bill Reams; 2. Monte Lee; 3. Ed Mundy.
VET AM: 1. Dave Meeks.
VET NOV: 1. Tom Carroll; 2. John Peterson; 3. Larry Berg.
SR EX: 1. Roger Adsit; 2. Dan Drew; 3. Jack Neeley.
SR AM: 1. Hal Graves; 2. Ole Olsen; 3. W.C. Thorton.
THREE WHEELERS: 1. Kevin Watkins; 2. Rodney Smith; 3. Brad Lord.



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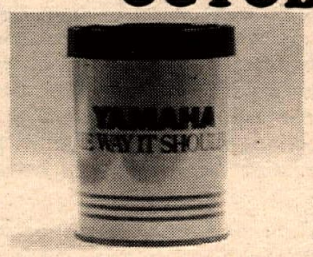

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Western hotline

Russ Wageman smoked at CRC Indian Dunes with two Pro class wins.

Money goes four ways at Corona

By Elaine Jones

CORONA, CA, OCT. 21

The Pros were out in numbers tonight as the winter season starts at Corona Raceway and the training for next year begins. We also had some speedway racers on hand to prepare for Ascot's long track races in November.

Ed Castro took the main for the speedway action, not too far ahead of Shawn McConnell who had handicapped himself at the start and played an excellent game of catchup. Ron Blanton was third.

In the 250cc Money short track, the riders had their work cut out for them with a 15-lap main event. Off the line, it was Jimmy Snow with Jeff Springman and Curtis Cannon in the two/three slots and Pete Hames in fourth. By the second lap, Hames and Cannon had moved into the second and third spots, and one lap later had dropped Snow to third as they set up the duel that was to go the distance. On the seventh lap, Springman got by Snow to move to third, and the top three had been set with the order of finish Hames, Cannon and Springman.

The Open Money half mile saw Jimmy Rosa get the jump with Ron Bell second and Curtis Cannon third. Cannon moved to second one lap later and started his assault on Rosa. It paid off six laps later when Cannon found the hole he was looking for and took over the lead. He put a good piece of daylight between himself and Rosa, but to those standing trackside, Cannon's bike was making some very funny noises and there was doubt as to its ability to go the distance. The answer came on the last lap in turn four, and as Cannon coasted toward the finish, he had to watch Rosa roll by for the win. Bell was in for third.

It was Springman who set the pace in the 250cc Money half mile with Terry Singleton, Jimmy Snow, Bobby Beer and Curtis Cannon close behind. Beer got by Snow on the second lap, and Snow came right back and reclaimed it one lap later. It was four laps before Cannon could get moving as he got by both Beer and Snow and one lap later disposed of Singleton. He was on a roll now, and Springman was the next to fall as he took over the lead at the halfway point and held off all challengers for the win. Springman was second with Singleton third.

The Open Money half mile had some heavy duty riders on hand as Tommy Walton, Robert Little, Danny Perkins, Curtis Cannon, Shawn Leipold, Jeff Johnson, Jimmy Rosa and Pete Hames rolled to the line. It was Harley versus Yamaha versus the lone Triumph of Hames. A drag race off the line found Harley-mounted Johnson and Perkins leading the way, Hames in third and Harley-mounted Walton in fourth. The big Harleys were really hooking up, and Hames was having to push hard to keep up with them and keep Walton at bay. Johnson had the track wired as he did everything right even with the tremendous pressure Perkins was putting on him. The order never changed, but it wasn't for lack of trying, and the racing was extremely close.

Walton had it all together in the Open Expert half mile where he went wire to wire. Robert Little chased him half the distance before Mike Roach got by to take over second. One lap later, Roger Thompson, in his first ride on a big bike, moved to third. They finished in that order.

Results

SHORT TRACK

125 NOV: 1. Jason Bell (Yam); 2. Brian Runyan (Yam); 3. Kennie Buchanan (Kaw).

250 NOV: 1. Ken Brown (Yam); 2. Jerry Henderson (Bul).

250 AM: 1. Jeff Runyan (Yam); 2. Derrick Van (Yam); 3. Bob Gables (Yam).

250 EX: 1. Mike Kirby (Kaw); 2. John Barricklow (Yam); 3. Bobby Beer (Yam).

OPEN NOV: 1. Ken Barrow (Yam); 2. Ken Brown (Yam); 3. Robert Wilkes (Yam).

OPEN AM: 1. Gary Pettis (Bul); 2. Don Meiner (Yam).

OPEN EX: 1. Shawn Leipold (Yam); 2. Dean Sykes (Yam); 3. Roger Thompson (Yam).

250 MONEY: 1. Pete Hames (Kaw); 2. Curtis Cannon (Yam); 3. Jeff Springman (Yam).

OPEN MONEY: 1. Jim Rosa (Yam); 2. Curtis Cannon (Yam); 3. Ron Bell (Yam).

HALF MILE

125 NOV: 1. Jason Bell (Yam); 2. Kennie Buchanan (Kaw); 3. Brian Runyan (Yam).

250 NOV: 1. Jeff Contreras (Bul); 2. Tom Jillson (Bul); 3. Ron Sheets (Yam).

250 AM: 1. Derrick Van (Yam); 2. Jeff Runyan (Yam); 3. Bob Gables (Yam).

250 EX: 1. Bobby Beer (Yam); 2. Terry Singleton (Yam); 3. John Barricklow (Yam).

OPEN NOV: 1. Ken Barrow (Yam); 2. Jim Long (Yam); 3. Mark Sykes (Yam).

OPEN AM: 1. Keith Bradford (Yam); 2. Don Meiner (Yam); 3. Gary Pettis (Bul).

OPEN EX: 1. Tommy Walton (H-D); 2. Mike Roach (Yam); 3. Roger Thompson (Yam).

250 MONEY: 1. Curtis Cannon (Yam); 2. Jeff Springman (Yam); 3. Terry Singleton (Yam).

OPEN MONEY: 1. Jeff Johnson (H-D); 2. Danny Perkins (H-D); 3. Pete Hames (Tri).

SPEEDWAY: 1. Ed Castro (Jaw); 2. Shawn McConnell (Jaw); 3. Ron Blanton (Jaw).

Baker, Stephens, Owens wail at SNRR

By Don Akers

LAS VEGAS, NV, OCT. 11

Jack Baker, with an amazing four wins, and Slim Stephens and Lance Owens with two wins apiece dominated the SNRR road race at the Las Vegas Speedrome today.

The day started out with the Open GP class, and Stephens — on his TPI/Kawasaki West-sponsored KZ1000 — led from wire to wire. A determined effort by Pete Davis aboard his punched out KZ650 could only produce a second place showing against the hard charging Stephens.

Next on deck were the 450cc Box Stock riders. "Bodie" Kay (RD350) went into "reruns" by repeating his victory of last month over Mike Van Natta's Austin/TPI-sponsored Honda. VanNatta is still a trifle scraped up from his get-off last month and says he's seriously thinking of retiring. (Says old age is slowing down the healing process too much!).

Gridding up next were the 600cc Box Stock bikes, and Slim Stephens — riding Jack Baker's 550 Seca — took this one, too. "Krazy" Ed Malkiewicz (GPz550) was doing his best to change that and led the pack at one time, but at the checkered flag it was Stephens first, Malkiewicz second and Jody Morgan (GPz550) third. Incidently, Jody was riding a completely stock street bike loaned to him by Mark Claiborne as Jody's Seca hasn't healed up from last month's crash yet.

The combined 750/Open Box Stock race had newcomer Les Goebel on his Nevada Yamaha 750 Seca copping the 750 win. In the Open class, Jack Baker took home the gold on his Nevada Yamaha/TPI-sponsored Seca.

The 450cc Production class had a new face in the winner's circle when David Janeczko (RD350) took top honors with Mike VanNatta taking second. In the 600cc Production race, which ran concurrently with the 450s, Baker again took the first slot with "Mr. Clean," Henry Tecza, a close second on his GPz550. "Krazy" Ed and Jody Morgan rounded out the top four in this bunch.

This put the combined 750/Open Production classes on the line. Lance Owens on the Back Street Leathers KZ1000 was a shoo-in for the Open win, but the 750cc class was in doubt till the final laps. A recently recovered Bob Betke (Tom's Cycle KZ750) was determined to recover his winning ways. But when you have two "spoilers" like Jack Baker and Henry Tecza riding in the same class, it could be anybody's race. At the finish line, it was Baker first, Betke second and Tecza third. Two 750 Secas, ridden by Les Goebel and Matt Antonucci, completed the finish lineup.

Because the wind was kicking up a lot of dust and causing visibility problems, it was decided to run all the Super Street classes together and get the program finished before the weather deteriorated any more. Baker took his fourth win of the day in the 600cc class with Tecza again right on his tail. In the 750s, Betke made it to the finish line first, and Goebel was in the bridesmaid's slot. In the Opens, Lance Owens took home his second win of the day trailed by Casey Hermanson (KZ1000). Slim Stephens soldiered in for third after falling off the pace when his engine started making expensive sounding noises.

The next SNRR race will be Nov. 22 and should be a good one because it'll be the last chance to gain points for the '81 season.

Wageman wallops CRC Dunes MX

By Lee Taylor

VALENCIA, CA, OCT. 18

Indian Dunes welcomed California Racing Club members with yet another new International Track.

When the 125cc Pros blasted out of the gate for their first moto, Russ Wageman, piloting a Suzuki for Canoga Park Suzuki, simply stole the show, grabbing the lead and staying out in front throughout the first moto. Leading into the first lap, Wageman found a tight field on top of him, led by Rob Peeples for Suzuki of Van Nuys and followed in close order by Jim Simons, John Drury and Doug Gentry.

Drury was smoking, taking over third then second and leaving a tight dice behind him between Simons and Rick Maki, wheel to wheel for fourth. Maki was on the gas and by the end of the moto controlled third with Wageman still the leader and Drury running second.

When the machines left the grid for their second encounter, it was Wageman out in front as before and after the gold. He had Simons breathing down his jersey followed closely by Drury, Maki and Robbie Healy. Maki lost no time in taking over second, closing fast on Wageman. Side by side on the big downhill, Maki took Wageman by storm and established command over the stadium jumps. Maki plain blew the field away, zooming into a spectacular lead. Leading the pack across the finish line, Maki left a super close duel for third between Simons and Bruce Maynor with Simons holding down to the wire and Wageman firmly established in second.

Wageman came back to meet the 250cc Pros aboard a Yamaha for Van Nuys Yamaha and out for another class win. This time, he snagged the lead in both motos from start to finish for a grandslammer that would make a baseball player jealous, taking home top Pro money for the day.

When the machines came to life for their first moto, Wageman led the way followed closely by Mark Moscrop and Greg Taylor, riding for Van Nuys Cycle. Mike Shoemaker, riding a Honda and listing Donnie Hansen as his sponsor, was closing in fast and soon took over the third-place slot. Wageman was pulling a respectable lead and starting to lap as "The Shoe" found himself with Jeff Jones running on his rear fender and Sunshine Yamaha entry Erin Buskirk in fifth. The top three broke away into their own private race, and by moto's end, Wageman led the way followed by Moscrop and "The Shoe."

The second round of action found Wageman in control with his arch nemesis, Moscrop, right on his tail. Brian Chereskoff, in third, was firing away, and a super hot duel between the top three was burning up the turf. Buskirk in fourth found himself in the unenviable position of fighting off "The Shoe" and a host of race-hungry riders. "The Shoe" felt right at home

and circled the track picking off his competitors; by the end of the moto, he was in fourth. By moto's end it was Wageman, Chereskoff and Buskirk who led the way with Wageman taking home a pot of gold for two class wins. "The Shoe" clinched second overall loot with a 3-4 ride and taking down third overall was Chereskoff.

Results

60 NOV: 1. Allan Brehm (Yam).
60 INT: 1. Steven Kotajarvi (Yam); 2. Alvin Matthews (Yam); 3. Duane DeArman (Yam).
60 EX: 1. Shane Trittler (Yam); 2. Bubba Erickson (Yam).
80 BEG: 1. Tom Holt (Kaw); 2. Paul Matthews (Yam); 3. Lenny Guyett (Yam).
80 NOV: 1. Eric Hallgath (Yam); 2. Sal Carlos (Yam); 3. Troy Welty (Suz).
80 INT: 1. Richard Fleming (Yam); 2. Gary Miller (Yam); 3. Tony Alessi (Yam).
100 BEG: 1. Steve Moreno (Yam).
100 NOV: 1. Alex Krause (Suz); 2. Kelly Virchow (Yam); 3. "Racing" Jason Davenport (Yam).
100 INT: 1. Scott Marrison (Yam).
100 EX: 1. Jerry Anker (Yam).
125 BEG: 1. Mitch Brever (Suz); 2. Scott Nelson (Suz); 3. Dean Morgan (Yam).
125 NOV: 1. Kenny Guyett (Yam); 2. Rick Palladino (Yam); 3. Frank Aiello (Suz).
125 INT: 1. Chris Morton (Suz); 2. John Zahrt (Hon); 3. Rick Houghtaling (Suz).
125 PRO: 1. Russ Wageman (Suz); 2. Rick Maki (Suz); 3. Jim Simons (Suz).
250 BEG: 1. Jeff Aubery (Hon); 2. Greg Smith (Yam); 3. Don DesBlend (Yam).
250 NOV: 1. Kevin Holmes (Yam); 2. Jonathan Blank (Hon); 3. Dale Morse (Suz).
250 INT: 1. Richard Ising (Yam); 2. Mike VanAcker (Hon); 3. David Thayer (Hon).
250 PRO: 1. Russ Wageman (Yam); 2. Mike Shoemaker (Hon); 3. Brian Chereskoff (Yam).
OPEN BEG: 1. Brian Brown (Yam); 2. Brad Sloan (Mai); 3. William Miller (Suz).
OPEN NOV: 1. Kenny Guyeth (Yam); 2. Jim Carter (Yam); 3. Jerry Jose (Mai).
OPEN INT: 1. Rob Myerly (Hon); 2. Fred Hudgens (Suz); 3. Dave Welty (Suz).
OPEN PRO: 1. Bob Schulz (Yam).
VETS JR: 1. George Laennby (KTM); 2. Dave Mason (KTM); 3. Wes Sharp (Yam).
VET INT: 1. Milt Mullen (Yam).
VET SR: 1. Dan Moore (Mai); 2. Bob "Bitchen" Hayes (DMG); 3. Dan Sanchez (C-A).

DeAnza hosts final AMA State Championship Qualifier

By Kit Palmer

SUNNYMEAD, CA, OCT. 18

The final round of the AMA State Champion series qualifier was held at DeAnza Cycle Park last Sunday. For many, it was a last chance to transfer to the deciding final next week at Saddleback.

The day's event got underway with the start of the 250cc Pro class when Craig Gormley (Yam) roosted into the lead trailed by Juan Benevidez (C-A), Curt McCuistion (Kaw), Greg Zitterkopf (Yam) and Fritz Schlegel (Suz). By the third lap McCuistion managed to slip past the second place Benevidez until the sixth lap when the Can-Am rider regained his position. But Benevidez's luck turned sour when he went down on the next lap, dropping back to fifth. Meanwhile, Zitterkopf began to put the pressure on McCuistion engaging in a tough duel during the remaining seven laps. It was Zitterkopf who won the battle over second by sneaking past McCuistion only two laps from the finish. Gormley took the checkered flag first followed by Zitterkopf, McCuistion and Benavidez.

It was McCuistion who jumped into the lead in the second moto pursued by Zitterkopf, Schlegel, Gormley and Scott Manning (Yam). McCuistion could only manage to hold on to his lead for a few laps before he went down handing the lead over to Zitterkopf. Zitterkopf's lead only lasted four laps before he also fell, dropping back to fourth. It seemed as though nobody wanted the lead as the new top spot went to Schlegel. Schlegel,

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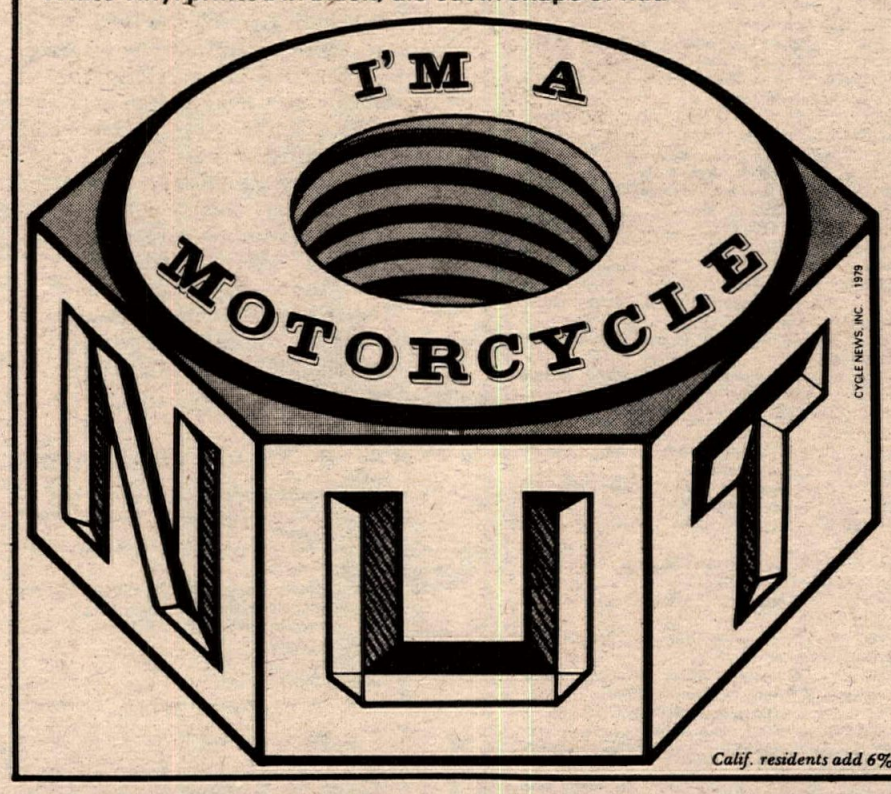

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A pack of 125cc class riders hits Speedway 117's first turn.

dropped out four laps later giving the lead to Gormley. Gormley managed to hold on for the five remaining laps. Benividez, after a somewhat poor start, worked his way up through the pack to challenge Zitterkopf for second. But Zitterkopf had enough of a cushion to finish in front of Benevidez. Fourth place went to Matt Tedder (Yam) after finishing in seventh in the first moto. Manning rode consistently placing fifth in both motos for fourth overall.

At the start of the first moto of the Open Pro class it was Eric MacCracken (Yam) who grabbed an early lead followed by Bill Keefe, Bob Elliot (Suz) and Phil Taboada (Suz). MacCracken extended his lead never to be challenged, for the win. Second went to Keefe, while third and fourth went to Elliott and Taboada. Moto two saw MacCracken steal the lead again chased by Elliott, Keefe and Taboada. This time around Keefe put the pressure on MacCracken early in the race. It wasn't until the tenth lap when MacCracken finally gave in to Keefe. From here on in the positions stayed the same as Keefe took the win. Once again Elliott and Taboada finished third and fourth.

The start of the 125cc Pro action got underway when Troy Blake (Yam) rocketed into the lead followed by Dean Cates (Suz), Mike Tripes (Yam) and Gary Dircks (Yam). Cates slipped by the leader on the second lap but dropped out three laps later, handing the lead back to Blake. The battle for the lead heated up when Tripes, Blake and Dircks began trading positions. The race finally stabilized by the time the checkered flag appeared with Blake in front of Dircks and Tripes.

At the start of moto two it was again Blake who grabbed the holeshot chased by Dircks, Beier, and Tripes. Blake held on to the lead throughout the race concluding his ride with a perfect 1-1 tally. Second went to Dircks with a 2-2 combination, while Beier totaled a 4-3 score for third. Tripes took fourth overall after placing a 3-4 combination.

Results

PEE WEE: 1. Pat Healey (Itj); 2. David Ochoa (Suz).
PEE WEE: 1. Troy Tennison (Yam); 2. Myron Webb (Yam); 3. Crysta Hammett (Yam).
JR CYC: 1. Wesley Kiein (Yam); 2. Mike Michetti (Suz); 3. Richard Geraghty (Hon).
MINI NOV: 1. Mike Fitzgerald (Yam); 2. Steve Gamble (Yam); 3. Keith Morabito (Yam).
MINI INT: 1. Danny Cantley (Kaw); 2. John Ray (Suz); 3. John Gersjes (Kaw).
MINI EX: 1. Rodney Phelps (Yam); 2. Sandy Shamblin (Yam); 3. Mike Brown (Yam).
WOMEN NOV: 1. Gale Webb (Hon); 2. Tam Tracy (Yam); 3. Janet Grisham (Hon).
WOMEN INT: 1. Teri O'Neill (Mug); 2. Caren Schleiern (Kaw); 3. Tami Hart (Hus).
women 125 PRO: 1. Kim Douglas (Suz); 2. Mercedes Gonzalez (Suz); 3. Janice Murray (Yam).
women 125 PRO: 1. Barbara Spielman (Suz); 2. Dede Cates (Suz); 3. Louise Bates (Yam).
125 BEG: 1. Richie Cole (Yam); 2. John Malcolm; 3. Paul Donnelly (Suz).
125 NOV: 1. Jeff Frye (Suz); 2. Mike Mohuin (Yam); 3. Kevin Montgomery (Suz).
125 INT: 1. Rudy Dickinson (Suz); 2. Taylor Marcell (Kaw); 3. Tracy Meeks (Kaw).
125 PRO: 1. Troy Blake (Yam); 2. Gary Dircks (Yam); 3. Mike Beir (Yam).
250 BEG: 1. Mark Montgomery (Kaw); 2. Roger Kokos (Hon); 3. Kevin Worrell (Kaw).
250 NOV: 1. Bill Easley (Yam); 2. Lance Phillips (Suz); 3. Scott Slagy (Suz).
250 INT: 1. Jorgen Hanson (Yam); 2. Nev LaBorde (Yam); 3. Scott Conaway (Yam).
250 PRO: 1. Craig Gormley (Yam); 2. Greg Zitterkopf (Yam); 3. Juan Benevidez (C-A).
OPEN BEG: 1. Greg Bufresne (Yam); 2. Mark Torricelli (Kaw).
OPEN INT: 1. Rusty Hannah (Suz); 2. Alan Olson (mai); 3. Rod Robertson (Suz).
OPEN PRO: 1. Bill Keefe; 2. Eric MacCracken (Yam); 3. Bob Elliott (Suz).
VET BEG: 1. Tow Sawyer (Yam); 2. J.W. Childs (Yam); 3. Dennis Parker (Yam).
VET NOV: 1. Gerald Williams (Mai); 2. Roger Toubeaux (Kaw); 3. Robert McBane (Kaw).
VET INT: 1. James Richardson (KTM); 2. Joel Parker (Hon); 3. Gary Bates (Yam).
VET EX: 1. Alan Olson (Suz); 2. Jim O'Neal (Hon); 3. Dennis Rosenberg (Yam).
125 NOV: 1. Steve Cardillo (Yam); 2. Eric Fraser (Yam); 3. Marty Lehotan (Yam).

Tripes, Gerig grab gold at CMC Speedway 117 night MX

By Myron Hemley

CHULA VISTA, CA, OCT. 14

Mike Tripes took the 125cc Pros with a 1-1 finish, and David Gerig's 2-2 was good enough to take the 250cc Pros at Speedway 117's Continental Moto-sports Club night MX.

In the first moto of the 125s, Robbie Nolin took the holeshot with Scott Meyer second, Tripes third and Rick Maki fourth. Tripes quickly moved into second, passing Meyer halfway through the first lap.

Meyer and Tripes pulled up to battle wheel to wheel with Nolin for the lead. Tripes held on the pressure on lap four when Nolin briefly lost control dropping him back to third. Tripes rode on to win with a three-second lead over Meyer, five over Nolin and Maki coming in a distant fourth.

Meyer charged to the lead in the second moto with Tripes in hot pursuit. Meyer and Tripes diced for the lead till the end of the third lap when Meyer overshot a berm. Meyer quickly returned to the race ahead of Nolin and Maki battling for third. Nolin opened a small lead on Maki after dicing for the first four laps. Tripes held his lead to take the overall. Meyer finished second but last overall when he cut about 10 feet of the track after overshooting the berm on lap three. Nolin took second overall with a 3-3, Maki fourth overall with a 4-4.

In the start of the 250s, it was Woody Carlson leading with David Gerig second and Juan Benevidez third. Gerig dropped back to third when he slid out in the Coca-Cola big berm on lap three. Carlson had opened a three-second lead over Benevidez by the sixth lap. Carlson lost his lead on the next lap, though, when he also slid out in the Coca-Cola big berm dropping him to fourth. Benevidez rode on to take the win with Gerig finishing second, Relucio third and Carlson fourth.

Carlson quickly took the lead in the second moto followed by Gerig, Benevidez and Relucio. Gerig passed Carlson for the lead going over the new KPRI triple jump. Benevidez pulled up with Carlson on the fourth lap to make a three-way battle for first. However, Benevidez started having engine troubles on his Can-Am at the start of the fifth lap and dropped off the pace. Carlson regained the lead on the back side of lap six and held to take the win. Gerig finished second, Benavidez held on to third.

Results

MINI JR: 1. Phil Larson (Yam); 2. Ramon Dominquez (Yam); 3. John Flores (Suz).
MINI INT: 1. Mike Gilmartin (Hon).
125 JR: 1. Shannon Scott (Suz); 2. Fernando Cintora (Suz); 3. Bobby Maupin (Yam).
125 PRO: 1. Mike Tripes (Yam); 2. Robbie Nolin (Yam); 3. Rick Maki (Suz).
250 PRO: 1. David Gerig (Hus); 2. Woody Carlson (Yam); 3. Juan Benevidez (C-A).
250 JR: 1. Alan Seaman (Kaw); 2. Rick Romio (Yam); 3. Ronnie Garcia (Yam).
250 INT: 1. Doug Lott (Yam); 2. Brian Craw (Yam); 3. Kenny Kopecky (Suz).
500 JR: 1. Richard Pollock (Yam); 2. Monte Lute (Yam).
500 INT: 1. Brian Showalter (Hon); 2. Keith Lynas (Hon).
500 PRO: 1. David Gerig (Hus); 2. Mike Rose (Yam).

Lewis leads OT at DeAnza MX

By Bob Alloy

SUNNYMEAD, CA, OCT. 11

Rain might do a lot of good, but it just never helps make a successful motocross, and the Old Timers really had a lean turnout for our DeAnza motocross. The blessed stuff just kept coming down all during practice and the first moto causing a lot of slipping and sliding. Old Timer Ed Michetti of the Masters class, and also operator of DeAnza, gave us 12 laps on a track that was well prepared with a double stadium jump thrown in for excitement. There were five races, and things were over by 12:30 p.m.

Master Blackie Lewis took the lead in moto one but lost it to Dan Sanchez on lap one. This didn't clinch things, however, as Blackie made a comeback on the last lap and took that first place win. Dan Sanchez was right in there for second.

Lou Sorenson took first place in both Expert motos. All didn't go perfectly smooth for Sorenson, though. There was a restart of moto two because of Lou crashing right at the starting line. Despite injuries, Lou picked up and went back for a first. Hal Grady also had a problem — a leaky transmission — but he, too, went on and got two seconds. Ed Johns took third in moto one and Gerald Hutchison third in moto two.

Ray Arnold of the Amateur Division took the holeshot and was in the lead for four laps until Bob klatt passed by. Bob just kept that power on until he had first secured.

The second moto started out with Arnold once again in the lead, but this time there was no passing him. Ray took first, and Bob came in with a fast second.

Novice Howard Zimmerman led the action in both motos one and two. Not only did he lead things, but he also ran away with both races. Dick Fettel did some good racing and came in with two seconds.

Results

MASTERS: 1. Blackie Lewis; 2. Dan Sanchez.
EX: 1. Lou Sorenson; 2. Hal Grady; 3. Bob De Miranda.
AM: 1. Ray Arnold; 2. Bob Klatt.
NOV: 1. Howard Zimmerman; 2. Dick Fettel.

Lewis tops NMA Fall Series opener at Arroyo

By Tom Corley

SAN BERNARDINO, CA, OCT. 11

The sixth annual National Moto-sports Association's Fall Nationals kicked off at Arroyo Cycle Park. U.S. Suzuki is once again the major donor, offering three new 1982 Suzuki motorcycles. Co-sponsors include Cycle-Am and Bel-Ray. In all there is $6000 in awards and prizes, including a trip to Hawaii.

It rained the evening before the race and lightly during the morning. The resulting muddy conditions affected all classes, but especially the smaller machines.

Kyle Lewis was the most successful racer of the day with three first place wins. He won every moto that he entered in both of the Junior Cycle Stock and Modified 9-11 races, plus a 1-2 win in the 80cc Modified 9-11 event. The Junior Cycle races were made even more interesting because the 6-8 class riders were on the track at the same time. In the Stock race Lewis ran all the way in the lead with Shane Hunt and Kevin Heisser after him. Taylor Martin fell because of the mud and was rammed by another rider. Hunt was after Lewis once again in the final moto but was unable to catch him. Heisser was delayed as he ran into Buddy Antunez of the 6-8 class and then Anthony French ran into them to make matters worse. Two perfect scores gave Lewis the Stock win over Hunt and Frank Buck. "King Richard" Saxton and Dustin Evans won the trophies in the 6-8 race.

Shaun Kalos was Lewis' main competitor in the Junior Cycle Modified 9-11 event. Kalos took his R&D Suzuki right up behind Lewis when the checkered flag came out in the first moto and tried desperately to pass Lewis in the final moto. He tried to cut him off on a berm but the plan backfired and Kalos hit the ground.

Larry Brooks was the top 80cc Expert at the NMA series opener.

Lewis had a clear shot at the lead while Shane Hunt took over second and Kalos managed third. Overall it was Lewis, Hunt and Kalso.

Saxton won the first 6-8 Modified race ahead of Heisser but in the last event he fell on a jump right before the announcer's booth and Heisser took the win over Saxton and Anthony French.

Steve Skibel pulled off two wins in the 80cc Stock and Modified Novice 12 and over races. Skibel had a tremendous lead in the first Stock moto and was accidentally given the white flag when it was supposed to be the checkered. He had to continue one extra lap and it looked like he had taken last place. Jimmy Moon finished second, holding off Kawasaki-mounted Greg Flanagan. Skibel and Moon had a drag race at the start of the final moto but Skibel pulled away with the lead. Moon was second once more and Shawn Davidson placed third. Overall it was Skibel, Moon, Flanagan and Davidson.

Moon and Skibel met once more in the 80cc Modified Novice race. Moon won the first moto over Skibel while Mike Dickerson was third. It looked like Moon was going to take the overall win because he was leading the final moto just a few paces ahead of Skibel. Then the race came to a dramatic finish in the final turn. Moon hit it wrong and went squirrelly. Skibel took advantage of this and made the pass, good for the overall win. Moon captured the second place trophy ahead of Dickerson.

Results

PEE WEE STK: 1. Chris Pfatenhauer (Itj); 2. Dustin Evans (Itj); 3. Levi Sackett (Yam).
PEE WEE MOD: 1. Chris Pfatenhauer (Itj); 2. Dustin Evans (Itj); 3. Pat Healey (Itj).
JR CYC STK 6-8: 1. Richard Saxton (Yam); 2. Dustin Evans (Yam); 3. Jimmy Button (Yam).
JR CYC STK 9-11: 1. Kyle Lewis (Yam); 2. Shane Hunt (Yam); 3. Frank Buck (Yam).
JR CYC MOD 6-8 & 9-11: 1. Kevin Heisser (Yam); 2. Richard Saxton (Yam); 3. Anthony French (Yam).
JR CYC MOD INT 9-11: 1. Kyle Lewis (Yam); 2. Shane Hunt (Yam); 3. Shaun Kalos (Suz).
80 STK NOV & INT 9-11: 1. John Conney (Yam); 2. Mike Young (Yam); 3. Kyle Lewis (Kaw).
80 MOD 9-11: 1. Kyle Lewis (Kaw); 2. John Conney (Yam); 3. Mike Young (Yam).
80 STK NOV 12+: 1. Steve Skibel (Yam); 2. Jimmy Moon (Yam); 3. Greg Flanagan (Kaw).
80 MOD NOV 12+: 1. Steve Skibel (Yam); 2. Jimmy Moon (Yam); 3. Mike Dickerson (Yam).
80 STK INT 12+: 1. Kyle Fleming (Yam); 2. Ron Rogers (Yam); 3. Jason Prater (Yam).
80 MOD INT 12+: 1. Ron Rogers (Yam); 2. Mouse McCoy (Yam); 3. Jeff Schaeffer (Yam).
80 STK EX 12+: 1. Todd Campbell (Kaw); 2. Bobby Moore (Yam); 3. Bruce Bunch (Suz).
80 MOD EX 12+: 1. Larry Brooks (Yam); 2. Todd Campbell (Kaw); 3. Bruce Bunch (Suz).
105: 1. Bruce Bunch (Suz); 2. Larry Brooks (Yam); 3. Rick Hemme (Suz).
125 STK NOV: 1. Chris Gables (Suz); 2. Curt Malins (Hon); 3. Troy Denham (Yam).
125 MOD NOV: 1. Troy Denham (Yam); 2. Chris Gables (Suz); 3. Joe Clausi (Kaw).
125 STK INT: 1. Tracy Meeks (Kaw); 2. Don Turk (Suz); 3. Joe Rincon (Kaw).
125 MOD INT: 1. Tracy Meeks (Kaw); 2. Chris Lance (Yam); 3. Don Turk (Suz).
125 STK EX: 1. Ron Lechien (Yam); 2. John Hemme (Suz); 3. Troy Fitch (Yam).
125 MOD EX: 1. Ron Lechien (Yam); 2. John Hemme (Suz); 3. David Hopwood (Suz).
250: 1. Tom Wilson (Kaw); 2. Rob Hendricks (Yam); 3. Greg Piorkowski (Kaw).

Marcell scores big at OCIR night MX

By Steven Crosby

IRVINE, CA, OCT. 15

The spectators who came out for Thursday night motocross this week saw one of the best races in quite some time. Each moto the stands were buzzing with speculation and cheering with excitement as they watched Team Green's Taylor Marcell best Kawasaki's Jeff Ward. For Ward, who lives in nearby Mission Viejo, this was his first time out to Orange County Internaitonal Raceway. He came out to have some fun and found himself involved in a real battle that the fans won't forget for some time.

Lately, the Pro turnout hasn't been that good so the Pros and the 125cc Intermediates were started on the same line tonight. In the first moto, John Greenway put his Honda in the early lead only to have a chain come off at the end of the first lap. Intermediate Marcell took over with Ward right behind. They went at it, and on the fourth lap they bumped as they went by the finish line, but neither would give an inch. In the turn past the drop-off, Ward slipped low and took the lead going over the big jump. But in the next turn Marcell took the outside and took the lead right back. The gremlins then struck again for the second time in three weeks as the circuit breaker for the lights popped. The moto had to be stopped until the lights could cool and then racing resumed. Everyone thought that the excitement was over, but when the gate dropped it was the same battle again. And again, Marcell took the lead and held on the entire moto.

When it came time for the second moto, the pits emptied as everyone found a place in the stands to see if the upstart Intermediate could beat the factory Pro again. Greenway put his

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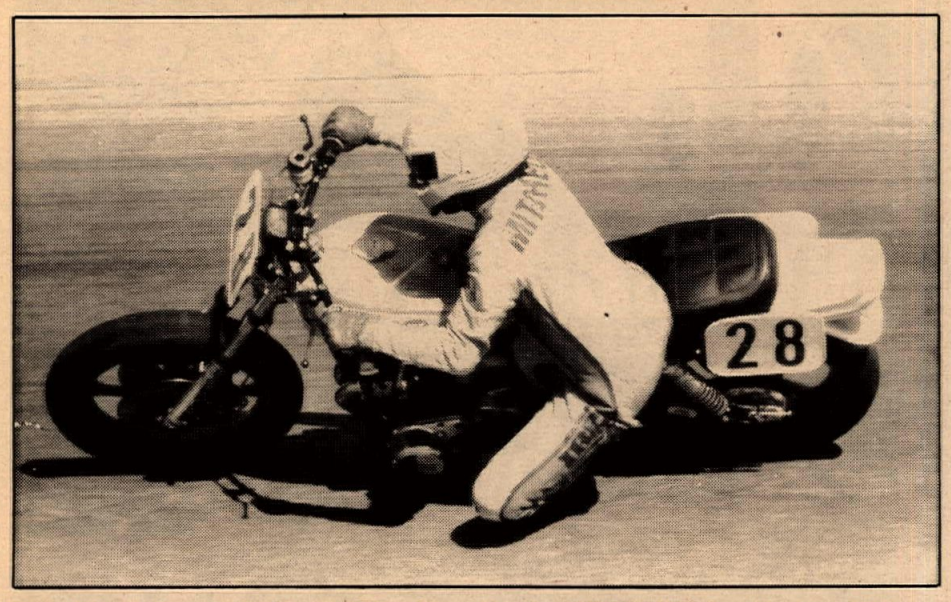


Rick Mitchell was the Open GP winner in the ARRA's Willow Springs RR.

Honda in the lead again and lasted two laps before the big pre-production bike ate another chain tensioner.

Marcell took the lead with Ward in fourth place. Jeff had not gotten a great start and had to work his way by several riders who thought it could also be their turn to beat a factory rider. On the fourth lap, Ward made a good move to pass Chris Heinrich and move up to third. Ward used a whoop-de-doo to fly to the inside of the next flat turn and get there just in time to block Heinrich's line and pass without ever bumping into the Suzuki rider.

On the next lap, Ward caught the leading Pro, Bill Boyer, and didn't need to do anything more to win the money. But Ward was as serious as Marcell about the race as personal pride was on the line. Ward moved up right behind Marcell and put the pressure on. Several times Ward tried to pass where he had caught Marcell in that aborted first moto but couldn't do it. Then Ward seemed to be content to let Marcell have the lead and the pressure that went with it, hoping Marcell would falter and if not, try to get him on the last lap. Marcell did not falter, and when the white flag came out both riders opened it up a bit more.

Both were racing smart. Ward tried to move inside by the dropoff but couldn't get by. Over the big jump, Ward tested going outside into the next turn where Marcell had passed him but found nothing there. Then Ward set in and waited to try to set up Marcell in the same place he caught Heinrich. As they came around the off-camber turn, Ward was only a bike-length back. They came over the two whoops and Ward tried to let it fly into the turn and block Marcell's line. But Marcell reacted well and got his bike down and turned his wheel just ahead of Ward who had to put on the brakes to avoid a collision.

The only place left to pass was in the Pro section. Since last month there were four whoops instead of two, and Ward pulled even closer to Marcell as they both double-jumped each set of whoops and came to the finish. Into the last turn, Marcell was on the inside and Ward was flying on the outside moving twice as fast. At the checkered flag, there was less than six inches, Marcell taking the victory. It was a race everyone enjoyed, including the combatants. Ward could be proud of his ride on a strange track, and Marcell earned boasting rights over the other Intermediates for quite some time.

Results

60 BEG: 1. Jeff Long (Yam).
60 NOV: 1. Lenny Guyett (Yam).
60 INT: 1. Shane Hunt (Yam); 2. Matt Foster (Yam).
MINI BEG DIV I: 1. Steve DeZwart (Yam); 2. Jeff David (Yam); 3. Chad Smart (Yam).
MINI BEG DIV II: 1. Deron Wilson (Yam); 2. Chris Broders (Kaw); 3. Tim Kosi (Kaw).
MINI BEG DIV III: 1. Lenny Guyett (Yam); 2. Jim Perry (Suz); 3. Don Kimes (Hon).
MINI NOV: 1. Greg Armstrong (Kaw); 2. Steve Tucker (Yam); 3. Byron Danell (Yam).
125 BEG DIV I: 1. Rick Palladin (Yam); 2. Bill Hansen (Yam); 3. Mark Tracer (Suz).
125 BEG DIV II: 1. Aaron Woody (Hon); 2. Steve Ness (Suz); 3. Dave Johnson (Yam).
125 NOV: 1. Kenny Guyett (Yam); 2. Paul Colston (Kaw); 3. Dempsey Stocker (Suz).
125 INT: 1. Taylor Marcell (Kaw); 2. Chris Heinrich (Suz); 3. Jim Brodie (Yam).
250 BEG: 1. Dave Jones (Yam); 2. Cory Bonham (Yam); 3. Chris Vargas (Yam).
250 NOV: 1. Carl Reed (Suz); 2. Greg McElroy (Yam); 3. Brian Wells (Hon).
250 INT: 1. Ian Fitz-Gibbon (Yam); 2. Gary Lower (Yam); 3. Jeff Scott (Suz).
OPEN BEG: 1. Ozzy Benson (Yam); 2. Jeff Chandler (Mai); 3. Mick Mouse (Suz).
VETS: 1. Jim Smith (Hus); 2. Dwain Jarret (Mai); 3. Dennis David (Yam).
PROS: 1. Jeff Ward (Kaw); 2. Bill Boyer (Yam); 3. Dave Eropkin (Suz).
OPEN INT: 1. Mark Gleckl (Mai); 2. Michael Crull (Yam).

Glover goes for the gusto at ARRA Willow Springs RR

By Lori Tyson

ROSAMOND, CA, OCT. 11

John Glover and David Emde put on the best show of the day in 250cc GP at the American Road Racing Association's Willow Springs meet.

Glover, on his "John Deere Special," a previously munched TZ, had a bit of a disadvantage running without a fairing, but Emde had a weight disadvantage so they were pretty evenly matched. Down the straights they were side by side, and the lead for each lap was determined by who got into turn one first. The finish was so close that most spectators couldn't tell who won, but the scorers determined that Glover would take home the trophy.

Two 450cc classers were out front on the first lap of the 450-600cc Super Street, with Danny Drusen in the lead and Howard Monise in the number two spot. Ron Harbeck (600cc classer) and Clint Whitehouse filled in the top four. By the second lap Drusen had widened his lead to six seconds over Monise, but Steve Sowden on a GPz550 took over the number three spot with Harbeck following in fourth. The order stayed until lap six when second place Monise took an unplanned excursion into the fields in turn nine. Howard got up and back into it, but by that time it was too late to do any good. Drusen continued to lead until the finish, where he won over Sowden by just a couple of seconds.

In the Open Box Stock race Chris Steward (on a borrowed bike) led from start to finish to win by a comfortable margin. Second place Aaron Post diced with 750cc classer Mike Krolick throughout most of the race until Chris Mencher took the number three overall spot from Mike to place first 750cc.

The 125cc GP race was a Danny Coe show all the way, with Danny on a Honda instead of his usual Can-Am. Len Gambo kept Danny's tail end warm as he followed on his Honda to take a close second. Number three overall (and 200cc GP winner) was Steve Stevens on a Kawasaki dirt bike who ran the entire race with a cracked frame that was held together with hose clamps and duct tape.

Jeff Stanley and Rick Mitchell fought it out in the Open Four-stroke GP match, with Mitchell (on his Ibco-SBS Brake Pads-sponsored Kawasaki) leading the first part of the race and Stanley taking over for the last part and taking the win. The number three spot was traded off by Pat Eagan (on a 750 Seca) and Kevin Bracken (on his killer Ducati). Braken took third overall to win the 900cc trophy. Whitney Blakeslee took the 600cc class win.

Results

50 GP: 1. K. Guttman (Hon).
100 GP: 1.E. Smith (Hon); 2. D. Behrman (Hon).
125 GP: 1. D. Coe (Hon); 2. L. Gambo (Hon); 3. T. DeWitt (Hon).
200 GP: 1. S. Stevens (Kaw); 2. D. Nelson (C-A); 3. T. Nelson (Yam).
250 GP: 1. J. Glover (Yam); 2. D. Emde (Yam); 3. R. DeWitt (Yam).
500 GP: 1. R. DeWitt (Yam); 2. B. Elliott (Yam); 3. M. Infanti (Yam).
OPEN GP: 1. R. Mitchell (Kaw); 2. P. Eagan (Yam); 3. C. Maddox (Yam).
600 4-STROKE GP: 1. W. Blakeslee (Kaw); 2. J. LaBine (Hon); 3. D. Zirkle (Suz).
900 4-STROKE GP: 1. K. Bracken (Duc); 2. P. Eagan (Yam); 3. S. Dyer (Hon).
OPEN 4-STROKE GP: 1. J. Stanley (Kaw); 2. R. Mitchell (Kaw); 3. T. Nelson (Kaw).
250 SUPER STREET: 1. S. Stevens (Yam); 2. R. Trask (Yam); 3. J. Kratka (Yam).
450 SUPER STREET: 1. R. Drusen (Yam); 2. C. Whitehouse (Yam); 3. J. Braucht (Yam).
600 SUPER STREET: 1. S. Sowden (Kaw); 2. B. Chono (Hon); 3. R. Harbeck (Kaw).
750 SUPER STREET: 1. P. Eagan (Yam); 2. R. Radel (Kaw); 3. S. Dyer (Hon).
OPEN SUPER STREET: 1. K. Bracken (Duc).
50 PROD: 1. T. Maves (Hon); 2. L. Gambo (Hon); 3. T. Hicks (Hon).
250 PROD: 1. S. Stevens (Yam); 2. J. Kratka (Yam).
450 PROD: 1. H. Monise (Yam); 2. D. Behrendt (Yam); 3. J. Adamson (Yam).
600 PROD: 1. W. Blakeslee (Kaw); 2. S. Sowden (Kaw); 3. D. Logreco (Yam).
750 PROD: 1. M. Krolick (Kaw); 2. D. Fryer (Hon); 3. C. Mencher (Kaw).
OPEN PROD: 1. C. Steward (Suz); 2. A. Post (Suz); 3. D. Waldo (Kaw).
450 BOX STOCK: 1. J. Braucht (Yam); 2. T. Weed (Kaw); 3. J. Thornton (Yam).
600 BOX STOCK: 1. W. Blakeslee (Kaw); 2. S. Sowden (Kaw); 3. D. Logreco (Yam).
750 BOX STOCK: 1. C. Mencher (Kaw); 2. M. Krolick (Kaw); 3. D. Fryer (Hon).
OPEN BOX STOCK: 1. C. Steward (Suz); 2. A. Post (Suz); 3. D. Waldo (Kaw).
FORMULA FOUR: 1. S. Stevens (Kaw); 2. D. Nelson (C-A); 3. T. Nelson (Yam).
SIDECARS: 1. W. Garnett/D. James (Kaw); 2. B. LaPierre/M. Taylor (Kaw).
CLASSICS: 1. D. Breetwor (BSA); 2. G. Hobbs (Vin); 3. B. Burdett (Nor/See).
CONCOURS d'ELEGANCE: 1. H. Costales (BSA Gold).

Heisser, Holly haul in AME/Yamaha series finale

By Laura Richard

VALENCIA, CA, OCT. 11

Dark, cloudy skies didn't ruin the atmosphere for racing as American Motocross Enterprises held the final round of its Southern California Yamaha Dealers Association Series at Indian Dunes.

Entering the park, racers and spectators alike were given tickets to a drawing for a Yamaha YZ125H and a YZinger, both donated by Larry Shoemaker of International Yamaha. In addition there was a $1500 Pro purse and three-foot trophies for Sportsmen.

One of the biggest, and best, races of the day was the 250cc Pro class. Yamaha Support rider Pete Snorteland jumped into what he thought was a comfortable lead, but he hadn't counted on such a strong charge from fellow Yamaha Support rider Jim Holley, who closed up the gap and then passed Snorteland for the lead. Back in the pack, Edwin Arnet worked his way up to third on a Track 'N' Travel Maico, with John Whelchel behind him in fourth. Both moved up one position when Snorteland developed mechanical problems with one lap to go and dropped to fifth at the flag.

Round two was a carbon copy of round one as Snorteland jumped into the lead, but was later bumped to second by Holley. Arnet placed third in the moto, but was second overall ahead of Snorteland.

Robert Laughlin took the lead in the first 125cc Pro moto, followed by Kal-Gard/Canoga Park Suzuki rider Russ Wageman and Yamaha Support pilot Steve Schmitz. Laughlin dropped out with bike problems and gave the lead to Schmitz. Schmitz wasn't leading at the checkered flag, however, as O'Neal's Chris Heisser worked his way into the point position by moto's end with Schmitz crossing the line second.

In the final moto it was again Laughlin and Schmitz leading the way. Schmitz took the lead away from Laughlin, but soon found Heisser working his way up again. As in the first moto, Heisser got around Schmitz and went on for the overall win. Schmitz took runner-up honors and third overall went to Crossroads Suzuki's Jim Sendlebach.

The Open Pro contest had its share of ups and downs and in the first moto, half the pack went down in the first turn. USA Maico's Eric Eaton took the lead with Edwin Arnet riding in his wake. Eaton was the next soil sampler, giving the lead to Arnet. Second and third at the time were Simi Cycle pilot Bob Schulz and Yamaha of Goleta's Mark Gambetta. However, by checkered flag time, International Yamaha's Mark White had taken over second, finishing behind Arnet and ahead of Schulz.

The second moto belonged to Pete Snorteland, who finished on top of Eaton and White. However, the top three in the final standings were White, Arnet and Schulz.

Results

125 PRO: 1. Chris Heisser (Suz); 2. Steve Schmitz (Yam); 3. Jim Sendleback (Suz).
250 PRO: 1. Jim Holley (Yam); 2. Ed Arnet (Mai); 3. Pete Snorteland (Yam).
500 PRO: 1. Mark White (Yam); 2. Ed Arnet (Mai); 3. Bob Schulz (Yam).
125 INT DIV I: 1. Andy Nelinger (Suz); 2. Randy Lippie (Suz); 3. Alan Lippie (Suz).
125 INT DIV II: 1. Rick Houghtaling (Suz); 2. Eddie Eckert (Suz); 3. Tom Stout (Yam).
250 INT: 1. Tony Pulliam (Hon); 2. Bart Muhlfeld (Kaw); 3. Derek Borg (Yam).
500 INT: 1. Jim Bauer (Mai); 2. Rob Myerly (Hon); 3. Dave Welty (Suz).
125 JR DIV I: 1. Buck Lange (Suz); 2. Chris Balades (Yam); 3. Mike Little (Suz).
125 JR DIV II: 1. Jim Pullar (Suz); 2. Gilbert Rivera (Suz); 3. Marc Condon (Suz).
250 JR: 1. Rick Bronson (Yam); 2. Danny Casson (Yam); 3. Thomas MacFarlane (Yam).
500 JR: 1. Jim Collier (Kaw); 2. Charles See (Yam); 3. Cliff Charman (Suz).
VET EX: 1. Bob Dunham (Yam); 2. Alan Verchick (Mai); 3. Bob Millner (Yam).
VET JR: 1. Kent Shepard (Suz); 2. George Thomas (Mai); 3. Richard Drolen (Hus).
100 EX: 1. Jerry Anker (Yam).
100 INT: 1. Scott Morrison (Yam).
100 JR: 1. Kelly Verchow (Yam); 2. Alex Krause (Suz); 3. Tim Bluth (Yam).
83 MINI EX: 1. Jim Collier (Kaw).
83 MINI INT: 1. Gary Miller (Yam); 2. Lance Johnson (Suz); 3. Wesly Furrh (Yam).
83 MINI JR: 1. Tony Teste (Yam); 2. Shawn Condon (Suz); 3. Todd York (Yam).
61 JR CYCLE EX: 1. Shane Trittler (Yam).
61 JR CYCLE INT: 1. Danny Lamb (Yam); 2. Alan Pierce (Yam).
61 JR CYCLE JR: 1. Mark McDonald (Yam); 2. Tony Suley (Yam); 3. Joe Brown (Suz).
125 BEG: 1. Dale Hooker (Yam); 2. Shawn McGurrin (Hon); 3. Tony Tena (Yam).
250 BEG: 1. Robb Hynes (Suz); 2. Rick Perez (Hon); 3. Gilbert Leos (Yam).

Griewe, Gonzales shine at Sunrise MX

By Burt Valenzuela

ADELANTO, CA, OCT. 11

One hundred fifty riders and a grand crowd of enthusiastic spectators showed up on this beautiful Sunday morning to enjoy the desert breezes and a great day of racing at Sunrise Valley Cycle Park for a California State MX Championship qualifier. They got both.

The Open Expert class opened the day with a spectacular twin performance by Drew Griewe on his Maico, followed closely by Maico-mounted Scott Johnson and Bill Keefe on a Husky. They left the field at the gate and ran 1-2-3 all the way in the first moto. The real battle was for fourth spot with Bob Elliott (Suz), Dale Lewis (Mai) and Brian Vargus (Mai) dicing it out for 12 laps and finishing in aforementioned order. Eric McCracken did challenge the leaders in the early going but ran into mechanical problems and dropped out. The second moto was almost an instant replay, giving the overall win to Griewe followed by Johnson, Keefe, Elliott, Lewis and Vargus.

The ladies also put on an interesting show with Mercedes "Speedy" Gonzales taking overall honors on her Suzuki as she led from start to finish to win the second moto by a wide margin. Closest to her were Barbara Spielman (suz) and Karen Leitinger. Dede Cates on her Suzuki led Spielman and Gonzales around the course for 12 laps to take the first moto, but experienced problems with her bike in moto two and dropped out after nursing it around for four laps. Charlene Ho had her share of problems with her Yamaha as she settled for fifth overall and third in 250s behind Spielman and Louis Bates (Yam). Finishing behing Gonzales and Leitinger in the 125cc class were Alice Tanner and Donna Gilio, both on Suzukis.

Gale Webb (Hon) and "Wam Bam" Tam Tracey put on a great show in the Women's Intermediate class, exchanging places frequently. Tracey took number one in the first moto just ahead of Webb who turned the tables as Tracey very closely followed her across the finish in moto two. Natalie Allen (Yam) was a close third in both motos.

Rodney Phelps took the overall Mini win on his Yamaha followed by Johnny Ray (Suz), Keith Morbito (Yam), Nicky Pounds (Suz) and Jeff Capt, a beginner on a Yamaha. These youngsters lapped the rest of the field as they put on quite a race while trying to catch up with Phelps.

Husky-mounted Troy Lee took top honors in the 250cc Expert class with a 1-3 day in spite of a great performance by Craig Gormley who left the field far behind in the second moto to earn the second spot for the day. The hot race was for second in moto two as Lee battled with second place Fritz Schlegel (Suz), Dennis Vetter (Yam), Rod Richardson (Suz) and Matt Tedder (Suz). They diced and changed for much of the 12 laps with not much distance between them at the checkered flag.

Troy Black (Yam) took two seconds to capture the overall win in the 125cc Expert class, edging out Suzuki-mounted Schlegel (1-3), Richard Sands (Suz) and Randy Yetto (Yam). Both motos were real donnybrooks with four riders not able to start moto two due to damaged bikes (suffered in moto one). In both motos, there wasn't too much distance between the first four riders to cross the line. Jeff Stanford easily took moto two and could have made it a closer overall race had he not experienced trouble in moto one.

Results

OPEN EX: 1. Drew Griewe (Mai); 2. Scott Johnson (Mai); 3. Bill Keefe (Hus).
250 EX: 1. Troy Lee (Hus); 2. Craig Gormley (KKK); 3. Fritz Schegel (Suz).
125 EX: 1. Troy Blake (Yam); 2. Fritz Schlegel (Suz); 3. Richard Sands (Suz).
WOMEN EX: 1. Mercedes Gonzales (125 Suz); 2. Barbara Spielman (250 Suz); 3. Karen Leitinger (125 Yam).
VETS BEG: 1. Jeff Gunderson (Yam); 2. Joseph McClain (Hon); 3. Timothy Jones (Yam).
VETS NOV: 1. Bob McBane (kaw); 2. Gerald Williams (Mai); 3. Dee Granger (Suz).
VETS INT: 1. Kurt Dietrich (Suz); 2. Frank Quick (Suz); 3. David Wilson (Yam).
VETS EX: 1. Sam Groce (Yam); 2. Dennis Rosenberg (Yam); 3. Marvin Olson (Suz).
WOMEN VETS: 1. Patti Stuebner (Yam); 2. Dee Granger (Suz).
WOMEN BEG: 1. Teri O'Neil (Yam); 2. Tami Hart (Hus); 3. Pam Andrus (Mug).
WOMEN NOV: 1. Linda Christensen (Yam).
WOMEN INT: 1. Gale Webb (Hon); 2. Tam Tracey (Yam); 3. Natalie Allen (Yam).
MINI BEG: 1. Jeff Capt (Yam); 2. Travis Jefferson (Suz); 3. Ricky Sieman (Kaw).
MINI NOV: 1. Keith Morbito (Yam); 2. Nicky Pounds (Suz); 3. David Alford (Yam).
MINI INT: 1. Johnny Ray (Suz); 2. Danny Cankey (Kaw).
MINI EX: 1. Rodney Phelps (Yam); 2. Shannon Shamblin (Yam).
125 BEG: 1. Richie Cole (Yam); 2. Jerry Chavez (Suz); 3. Rex Lair (Suz).
125 NOV: 1. Marty Whotan (Yam); 2. James McGee (Yam); 3. Kenny Safford (Hon).
125 INT: 1. Taylor Martell (Kaw); 2. Jake Roach (Suz); 3. Nick Tong (Yam).
250 BEG: 1. Ben Gonzales (Suz).
250 NOV: 1. Bill Easley (Yam); 2. David Herrera (Hon); 3. Scott Slagy (Suz).
250 INT: 1. N. Laborde (Yam); 2. Scott Conaway (Yam); 3. Rick Clark (Suz).
OPEN NOV: 1. Chad Werner (Hon); 2. Bob Alvis (Hus).
OPEN INT: 1. Rod Robertson (Suz); 2. Rusty Hannah (Suz); 3. Roy Burton (Suz).

Breker, Reid, Maki top Pros at Saturday Saddleback

By Terry Whytal

ORANGE, CA, OCT. 10

Kawasaki teamster Goat Breker powered to the Open Pro victory at this week's Saturday Saddleback MX. The track started out fast and smooth, but soon the sand whoops were taking their toll on bodies and machinery and laps times increased 10 seconds as the day progressed.

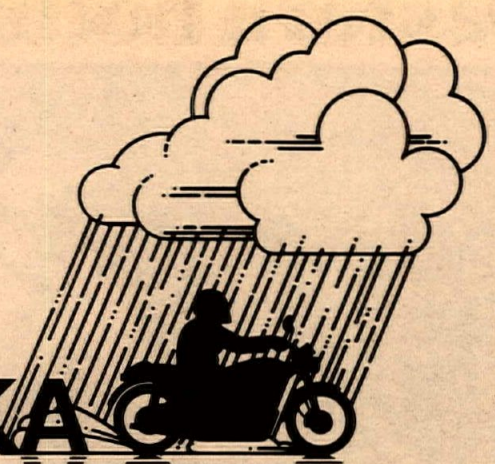
Breker had problems in the first moto and had to come from behind to finish second behind DG/Yamaha rider Pete Snorteland. Maico rider Carl Landrus picked up third.

Snorteland's second moto was as excellent as the first but Breker was able to get a good start and Snorteland had to settle for the runner-up slot at the flag. Landrus again finished third to earn third overall behind Breker and Snorteland.

Kawasaki teamster Warren Reid and Suzuki ace Brian Myerscough battled throughout the 250cc Pro race with Myerscough taking the lead away from Reid on the final lap of the first moto. Yamaha rider Greg Zitterkopf worked his way to third as Suzuki rider Marty Moates and Husky pilot Steve Rhyan were hampered with problems.

Reid and Myerscough dueled in round two as well but this time Reid held onto the lead with Myerscough trailing by two seconds at the flag. Zitterkopf rounded out the top three.

DG/Suzuki rider Rick Maki made it three weeks in a row as he swept both motos of the 125cc Pro class. La Habra Yamaha rider Mike Beier kept the pressure on Maki and almost beat him in the first moto before tiring and



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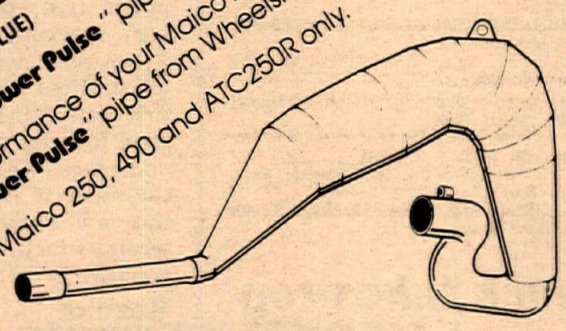

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Aaron Anderson took second in the CRC 60cc Modified class minicross.

slightly hurting his freshly healed dislocated shoulder. Beier slipped to third in round two as Fritz Schlegel moved his Suzuki into second and picked up second overall behind Maki. Beier went home with the third place share of the purse.

Results

OPEN PRO: 1. Goat Breker (Kaw); 2. Pete Snorteland (Yam); 3. Karl Landrus (Mai).
250 PRO: 1. Warren Reid (Kaw); 2. Brian Myerscough (Suz); 3. Greg Zitterkopf (Yam).
125 PRO: 1. Rick Maki (Suz); 2. Fritz Schlegel (Suz); 3. Mike Beier (Yam).
OPEN INT: 1. Mike Hair (Yam); 2. Tom White (Suz); 3. Marino Bastionell (Mai).
250 INT: 1. Andre Vandenbrookof (Yam); 2. Rich Ising (Yam); 3. Bill Erb (Kaw).
125 INT: 1. Ron Varela (Suz); 2. Mark Horton (Yam); 3. Jim Cobham (Suz).
OPEN NOV: 1. David Pisarski (Suz); 2. Ray Pisarski (Suz); 3. Tracy McMillen (Hon).
250 NOV: 1. Tom Walker (Yam); 2. Bill McIntyre (Yam); 3. Van Walace (Kaw).
125 NOV: 1. Clay Langhurst (Yam); 2. Robin Galvez (Suz); 3. Jimmy Palmer (Yam).
250 BEG: 1. Chuck Collins (Yam); 2. Howard Farber (Suz); 3. James Hall (Yam).
125 BEG: 1. Eric Alloy (Yam); 2. Scott Satterla (Yam); 3. Tim Howard (Suz).
MINI EX: 1. Robert Mason (Kaw); 2. Bryan Bruner (Yam); 3. Paul Denis (Kaw).

Beltinck takes top honors at OT SSM

By Bob Alloy

ORANGE, CA, OCT. 10

A light rain was falling when practice got underway making visibility a bit difficult for those wearing goggles. However, this slight rain had a redeeming quality in that the Saddleback track stayed damp even through the second moto. There were 19 of us Old Timers battling away for top honors and lots of action. This is especially true here with those nice 15 lap motos. There were only five races today and things were finished by one p.m.

Jim Beltinck, manager of Saturday Saddleback and Old Timer Master, did two sensational wins in motos one and two. If only we could all recover so nicely after knee surgery. Keep going that way, Jim. Another sensation was Marvin Olson who blasted into two second places.

Our one and only female, Old Timer Lorie Watson of the Experts division, certainly showed us just how good a 125 can be. Lori got that winning gear and found that winning line and wrapped it up with a beautiful first in both motos. Bob Berdyck loves rough and long motos, and he took advantage of these qualities to come up with a good second in the first moto. Hal Grady zoomed in to take third. The second moto's second placer was George Spearing on his trusty Husky. Berdyck charged in there for third.

Amateur Don Carey did some very fast riding and was rewarded with that prized first. Bob Alloy managed to come in second in both motos.

Novice Tony Chipp did some powerfull stuff out there and took that prized first with him. Mel Shapiro found a good line that took him right into second place. The second moto reversed the order of winners. First place win was all Shapiro's and Tony took second which is really dividing things equally.

Results

MASTERS: 1. Jim Beltinck; 2. Marvin Olson.
EXPERTS: 1. Lori Watson; 2. Bob Berdyck; 3. George Spearing.
AMATEURS: 1. Don Carey; 2. Bob Carey; 3. Al Satteria.
NOVICE: 1. Mel Shapiro; 2. Tony Chipp.

Sassen smokes CRC night minicross

By Tom Corley

VALENCIA, CA, OCT. 9

Rob Sassen won two events to become the evening's most successful rider at the California Racing Club's night minicross.

Sassen started off with a first moto win in the 80cc Stock Beginner 12 and over class. Richard Bates headed off the rest of the pack in the first moto for second place. In the final race Bates was run into and crashed, taking a DNF with a skinned back. Sassen was on top again and Tony Mercier placed second ahead of Mike Greenwood. The top three trophy winners were Sassen, Greenwood and Mercier.

Another first went to Sassen in the 80cc Modified class. Mercier took the first moto win but Sassen won the more important final moto for a 2-1 win over Mercier.

The track was wet and slippery this evening, causing many riders to slide out. The Pee Wee riders found it hard to get traction with the small tires on their little bikes. Top competitor Jason Biggs slid out several times. Jesse James and his Yamaha had no problems and made up for last week's performance which was hindered due to a cracked frame. James chalked up two wins ahead of Bobby Garcia and Damon Huffman.

Results

PEE WEE STOCK: 1. Jesse James (Yam); 2. Bobby Garcia (Yam); 3. Damon Huffman (Ita).
60 NOV: 1. Tony Sulek (Yam); 2. Joel Tokarsky (Yam); 3. Guy Campbell (Suz).
60 MOD: 1. Alan Pierce (Yam); 2. Aaron Anderson (Suz).
80 STOCK BEG 9-11: 1. Mike Gilmore (Suz); 2. Jason Vanderod (Yam); 3. Philip Carter (Yam).
80 STOCK NOV 9-11: 1. Alan Pierce (Yam).
80 STOCK BEG 12+: 1. Rob Sassen (Hon); 2. Mike Greenwood (Yam); 3. Tony Mercier (Yam).
80 STOCK NOV 12+: 1. Charles Barra (Yam).
80 MOD: 1. Rob Sassen (Hon); 2. Tony Mercier (Yam); 3. Richard Bates (Hon).

Pulliam pulls away at CRC night MX

By Tom Corley

VALENCIA, CA, OCT. 9

The 250cc Intermediate class is one of the more competitive races in nighttime action at Indian Dunes, run this evening by the California Racing Club. Two weeks ago Tony Pulliam pulled off the victory but last week Kenny Parry took two moto wins.

Both riders were on the starting gate this week, and after two motos of some real knock-down, drag-out racing, Pulliam walked off with the overall win.

In the first moto Pulliam had the lead which lasted to the checkered flag. Kenny Parry caught the second wave of the flag ahead of Randy Pretzer. In the second moto Parry was after the leader Pulliam. They came to a rough corner past the finish stretch and Parry tried to make a radical pass. It not only failed, but Parry went down as well and Pretzer and Henry Walker got by to take over second and third. A perfect 1-1 tally gave Pulliam the win over Pretzer and Parry.

Rick Houghtaling won the first 125cc Intermediate moto over Randy Lippie and Jim Spotts. In the final moto Lippie was up front and really moving on his Suzuki, only to fall. Jim Boyd held the lead from that point on over Houghtaling and Lippie. Boyd had a fourth place finish in the first moto, so the final moto victory boosted him to second behind Houghtaling's 1-2. Lippe and Spotts finished third and fourth overall.

Results

80 NOV: 1. Shane Trittler (Yam); 2. John Moran (Yam); 3. Terry Cox (Suz).
80 INT: 1. Kyle Lewis (Kaw); 2. Mouse McCoy (Yam); 3. Kyle Fleming (Yam).
126 BEG DIV 1: 1. Mitch Cohen (Yam); 2. Bob Steinbach (Yam); 3. Scott Nelson (Suz).
125 BEG DIV 2: 1. Mitch Brewer (Suz); 2. Jeff Hall (Suz); 3. Jon Barrick (Yam).
125 NOV: 1. George Niehause (Suz); 2. Kenny Guyett (Yam); 3. Steve Parry (Yam).
125 INT: 1. Rick Houghtaling; 2. Jim Boyd (Yam); 3. Randy Lippie (Suz).
250 BEG: 1. Jerry Bardian (Yam); 2. Paul Dicecco (Hon); 3. Leon Buttler (Hon).
250 NOV: 1. Rob Webb (Hon); 2. Brian Lian (Hon); 3. Tom Smith (Hon).
250 INT: 1. Tony Pulliam (Hon); 2. Randy Pretzer (Yam); 3. Ken Perry (Yam).
250 PRO: 1. Jim Holley (Yam); 2. Larry Baker (Hon); 3. Brian Chereshkoff (Yam).
500 NOV: 1. Rodger Williams (Yam); 2. Kenny Guyett (Yam); 3. Mike Sullivan (Hon).
500 INT: 1. Jim Bayer (Mai); 2. Mike Stepak (Kaw).
VET JR: 1. Kent Shepard (Suz); 2. Fred Adamson (Yam).

Shelton, Holley, Gerig grab CMC Ascot wins

By Tom Corley

GARDENA, CA, OCT. 8

A light shower was enough to make the slippery surface of the Ascot motocross track even slipperier. It caused last week's race to be cancelled, and now the question is whether or not the rains will hold back till the end of the scheduled November season.

A case of fall-down was seen in the second moto of the 250cc Intermediate race, and this altered the final results. It was last month when Denny Vorndran had a knock-out, drag-down battle with Tom Wilson. He returned this evening to take first place and was on his way in the first moto. Vorndran hooked the important holeshot and led the race ahead of Ed Abella and David Soma.

Abella got the jump in the final moto, and this helped his cause. The low traction of the track surface hurt Vorndran who was already behind the others at the start. Vorndran came into the corner by the old concession stand and keeled right over. Abella and Scott Crawford ran away with it from then on. Overall, it was Abella, Vorndran, Crawford and Soma.

In the last race, two weeks ago, Russ Wageman of Kal-Gard Lubricants took the 125cc Pro win. Wageman had an inconsistent 6-1 tally but was still able to take home the money. He was on his way to making it a winning streak this evening as he won the first moto over T&O Yamaha's Tim Shelton.

In the final moto, Shelton ruined Wageman's chance to take first again. This time Shelton had the lead as Wageman trailed in second, and Eric Coffin placed third. A 2-1 tally gave Shelton the overall victory which was the first win for Tim in several months.

Most of the riders who race at Ascot on a regular basis are from the local beach cities. Pro rider David Gerig drives all the way from Vista which is close to the Carlsbad area. Gerig is really racing hard to take the CMC Number One plate in the 250 and 500cc Pro classes. While Rick Maki has more than likely clinched the 125cc Pro title, Scott Johnson and Gerig have been challenging each other in the big-bore classes.

In the night's 250cc Pro action, Gerig had the first moto lead in front of Jim Holley and Pete Murray. It is good to see Murray back in action after taking a hard spill two weeks ago. Aggressive is a word that best describes Holley, and when it comes to passing, he really demonstrates it. Holley captured the final moto over Gerig and Tim Lunde.

Results

MINI JR DIV 1: 1. T. Fleming (Yam); 2. J. Gobert (Hon); 3. K. McMillen (Hus).
MINI JR DIV 2: 1. R. Sassen (Hon); 2. J. Wolleson (Kaw); 3. P. Jussila (Yam).
MINI INT: 1. R. Fleming (Yam); 2. K. Donelson (Kaw); 3. D. Mayfield (Yam).
600 JR: 1. H. Nelson (Yam); 2. A. Anderson (Suz).
100 JR: 1. R. Lloyd (Suz); 2. H. Love (Suz).
125 JR DIV 1: 1. E. Nagao (Yam); 2. M. Rutan (Hon); 3. N. Cobbs (Yam).
125 JR DIV 2: 1. M. Nikolakopulos (Hon); 2. E. Schoof (YZ); 3. E. Wolleson (Yam).
125 INT: 1. B. Delgado (Suz); 2. B. Delgado (Suz); 3. J.R. Whitsett (Yam).
250 JR: 1. M. Storr (Suz); 2. R. Bunn (Kaw); 3. P. Sebring (Yam).
250 INT: 1. E. Abella (Yam); 2. D. Vorndran (Yam); 3. S. Crawford (Yam).

Donnie Luce flies in the CMC Ascot 125cc Intermediate class.

500 JR: 1. M. McDonald (Hon); 2. T. Fowler (Mai); 3. M. Tobias (Mai).
500 INT: 1. S. VanZant (Mai); 2. C. Jackson (Mai); 3. D. Luce (Yam).
OT INT: 1. Joe Craine (Kaw).
OT MASTERS: 1. E. Ott (Yam).
VET JR: 1. B. Misener (Yam); 2. H. SanMiguel (Yam); 3. T. Nelson (Yam).
VET INT: 1. J. Richardson (KTM); 2. D. McMillen (Hus).
VET MASTER: 1. C. Jackson (Mai).
125 PRO: 1. T. Shelton (Yam); 2. R. Wageman (Suz); 3. E. Coffin (Suz).
250 PRO: 1. J. Holley (Yam); 2. D. Gerig (Hus); 3. T. Lunde (Yam).
500 PRO: 1. D. Gerig (Hus); 2. D. Paulson (Mai).

Schmitz smacks AME night MX

By Laura Richard

VALENCIA, CA, OCT. 2

Yamaha Support rider Steve Schmitz turned in a pair of fine rides to win the 125cc Pro class as the American Motocross Enterprises group hosted their regular biweekly night MX program at Indian Dunes.

There was a full field of riders on the gate as the eighth-liter Pros got underway in their first moto. Schmitz led from beginning to end, but Kal-Gard Suzuki rider Russ Wageman was close behind, just in case of a Schmitz mistake. Third in the moto was taken by Cycle Products West rider Perry Cendro.

Schmitz again jumped into the lead as the second moto began. This time he was pushed by Simi Cycle Suzuki-mounted Jim Simons, but again Schmitz was up to the challenge and took the win. Wageman and Simons were second and third in the overall order.

Another Yamaha Support rider was a back-to-back winner as well. Jim Holley took both motos, leading holeshot to checkered flag. Second on the evening went to Ken Zahrt on an O'Neal Suzuki and third was taken by Mark Moscrop's Answer Products Suzuki.

The first 125cc Intermediate moto went to Rick Houghtaling, who took the holeshot and went on from there, holding off Jim Boyd and Bill Delgado. However, in the second moto it was Delgado's turn to win, and win he did in front of Bruce Delago and Boyd. Overall it was Delgado, Boyd and Houghtaling. •

Results

125 PRO: 1. Steven Schmitz (Yam); 2. Russ Wageman (Suz); 3. Jim Simons (Suz).
250 PRO: 1. Jim Holly (Yam); 2. Ken Zahrt (Suz); 3. Mark Moscrop (Yam).
500 PRO: 1. Greg Torgerson (Hus).
125 INT: 1. Bill Delgado (Suz); 2. Jim Boyd (Yam); 3. Rick Houghtaling (Suz).
250 INT: 1. Kenny Parry (Yam); 2. Bob Shimp (Hon); 3. Henry Walker (Yam).
500 INT: 1. Fred Hudgens (Suz); 2. Rob Mverly (Hon).
VET EX: 1. Ron Cole (Mai); 2. Bob Dunham (Yam); 3. David Rogers (Hus).
VET JR: 1. Kent Shepard (Suz); 2. Richard Drolen (Hus).
125 JR DIV I: 1. Marco Folchi (Hon); 2. Steve Parry (Yam); 3. Rob Webb (Suz).
125 JR DIV II: 1. Danny Casson (Yam); 2. Don Kokinda (Yam); 3. Ron Bechard (Suz).
250 JR: 1. Rob Webb (Hon); 2. Arvon Lunsford (Hon); 3. Dan Fitzgerald (Suz).
500 JR: 1. Steve Lucia (Yam); 2. Rick Derring (Yam); 3. Rodger Williams (Yam).
100 JR: 1. Mark Stuen (Yam); 2. Richard Lloyd (Suz); 3. Ken Semer (Suz).
83 MINI EX: 1. Larry Brooks (Yam); 2. William Surratt (Kaw); 3. Jim Collier (Kaw).
83 MINI INT: 1. Lance Johnson (Suz); 2. guy Giffin (Yam); 3. Cris Cole (Suz).
83 MINI JR: 1. Mike Koemans (Suz); 2. Eric Wierman (Kaw); 3. Jeff Mabery (Kaw).
WOMAN'S DIV: 1. Nancy Andrus (Suz).
61 JR CYCLE INT: 1. Steven Kotajarvi (Yam); 2. Danny Lamb (Yam); 3. Kayle Johnson (Suz).
61 JR CYCLE JR: 1. Joe Brown (Suz).
125 BEG DIV I: 1. Tom Terramani (Yam); 2. Ric Reynertson (Yam); 3. Shawn McGurrin (Hon).
125 BEG DIV II: 1. Scott Aden (Suz); 2. John Birresborn (Yam); 3. Mike Lichlenfeld (Yam).
250 BEG: 1. Leon Ruther, Jr. (Hon); 2. Rick Perez (Hon); 3. Scott Brown (Hon).

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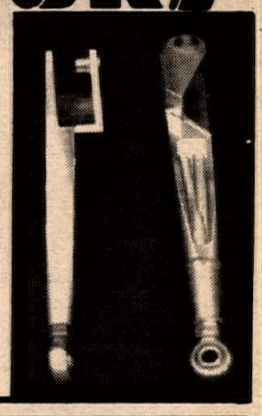

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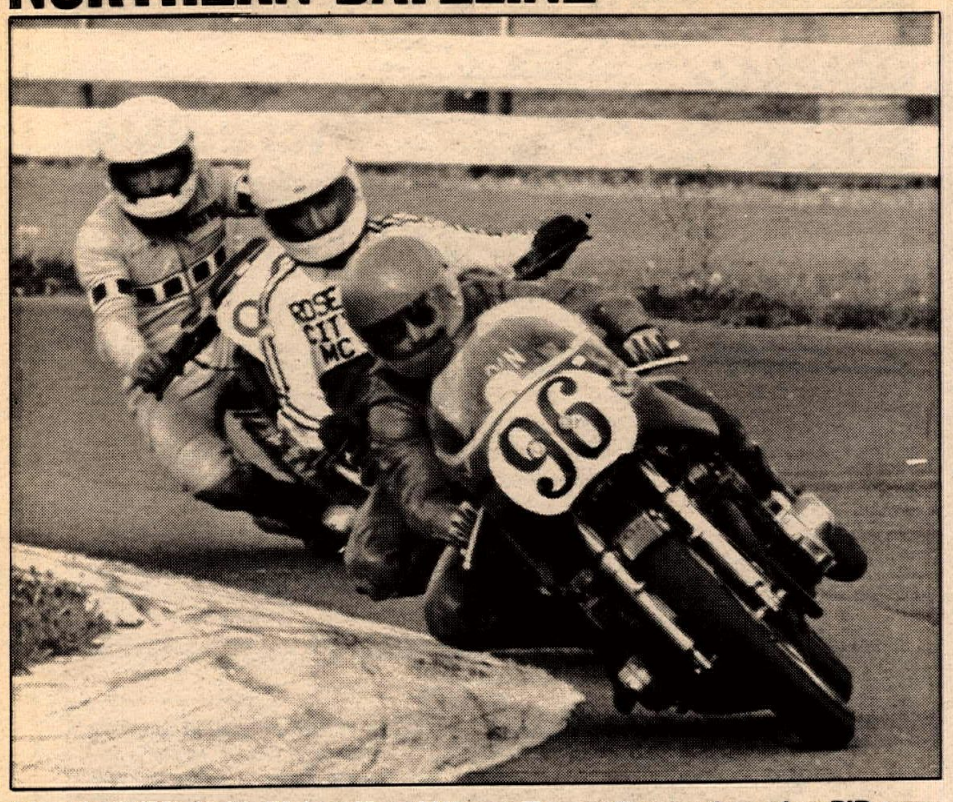
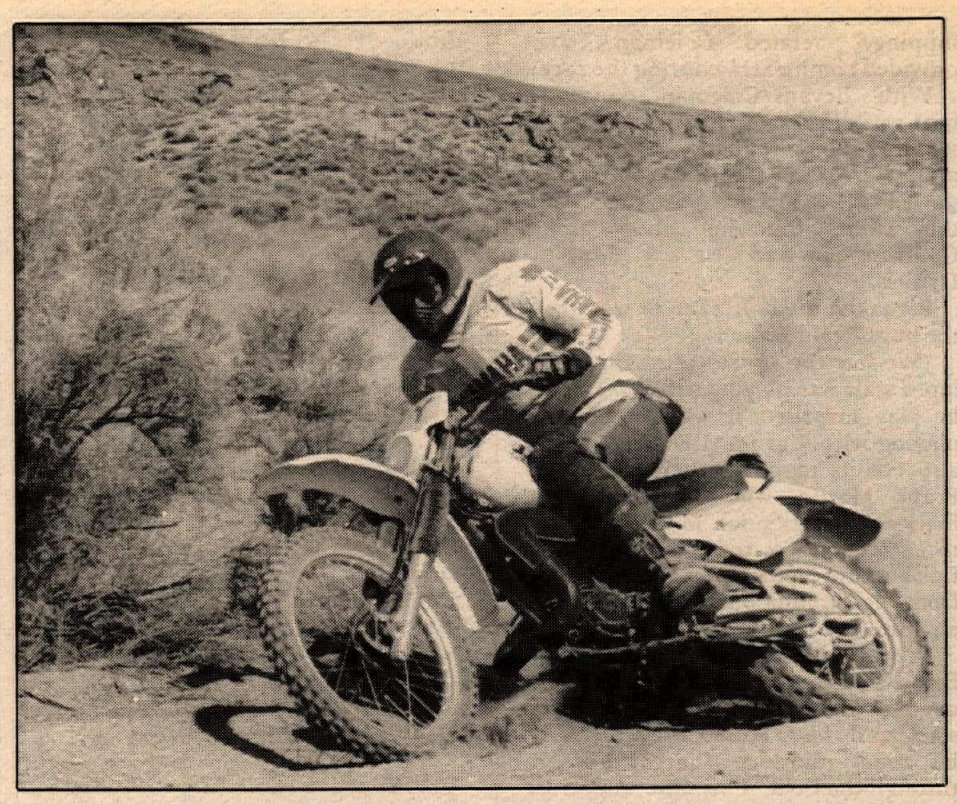


Dan Zlock (96), Keith Pinkstaff and Wayne Tanner line up through a PIR turn.



Jeff Irwin pushed his IT to third Open A at the Diamondback enduro.

Production bikes rule at Portland RR

By Russ Cazier

PORTLAND, OR, OCT. 11

Two of three Cafe classes and Open GP were won with stock motorcycles at Oregon Motorcycle Road Racing Association's last meet of the season at Portland International Raceway.

Keith Pinkstaff won Open Cafe as well as Open Production on a stock Suzuki GS1100; Rhys Howard won 550cc Production, 750cc Production and 600cc Cafe on a Canadian Yamaha 550 Seca while Wayne Tanner took Open GP on a GS1100.

Pinkstaff, Tanner and Dan Zlock, on a Cafe 850 Suzuki, put on a seven-lap exhibition of wheel-to-wheel, pass-and-get-passed dicing until Pinkstaff finally broke away. Tanner cleared from Zlock shortly after. Zlock, while finishing third in Open Cafe, won "his" class, 850cc Cafe. The classes run at the same time and Zlock enters both classes.

John Haskin, who races a GS1000 in Open Production, says Pinkstaff has apparently been watching roller derby on TV and has developed a new passing technique. "On the 12th lap (of 15), I had nailed turn four about perfect and was just rolling the gas back on when a hand grabbed my right arm. Keith used me for a slingshot pass and grinned at me as he went by on the right. If you gotta get lapped, I guess that's a class way to do it."

Rhys Howard had a superb day, winning all three classes he entered, two of them under a considerable equipment deficit. Howard is a reporter's nightmare, as he does nothing but ride fast and smooth and win. If he and Pinkstaff find themselves on comparable machinery next year, the Northwest will see some superb racing.

Doug Guthrie finally surpassed his mentor, Gene Brown, in 250cc GP. Guthrie, so pumped after the race as to be incoherent, managed to settle down enough to raise the ante in the Oregon Motorcycle Parts $750 claiming race by entering a TZ250. It was not the prettiest or newest TZ in the world, but all the parts were there. Naturally he won the $100 first place money, and also managed to get away with it when the bike was not claimed within 30 minutes. More checkbooks will probably be brought to the track next year, as people realized too late that spectators can claim bikes as well.

Gene Brown, on the Trident Design/Trac Performance Yamaha thumper, and Jeff Doan on a good RD Yamaha cafe bike put on a fine dice for second in 600cc Cafe. Doan finally overpowered his K-81s and lowsided sylishly in turn one, setting an unofficial PIR record of a 100-foot slide on asphalt and another 50 feet in the grass. Doan was unhurt; the RD looked perfect on one side and pretty bad on the other.

Results

OPEN PROD: 1. Keith Pinkstaff (Suz); 2. Wayne Tanner (Suz); 3. Robbie Adams (Hon).
750 PROD: 1. Rhys Howard(Yam); 2. Robbie Adams (Yam); 3. Mark Hislop (Hon).
550 PROD: 1. Rhys Howard (Yam); 2. Robbie Adams (Yam); 3. Richard Burnham (Yam).
430 PROD: 1. Richard Burnham (Yam); 2. Robbie Adams (Yam); 3. Larry Buck (Yam).
OPEN CAFE: 1. Keith Pinkstaff (Suz); 2. Wayne Tanner (Suz); 3. Dan Zlock (Suz).

Church, Freese flawless at Territorial MX opener

By Clay Light

EUGENE, OR, OCT. 18

Wayne Church (Valley Cycle Yam) and Mark Freese (Eugene Suz) were the victors of the day in 125 and 250cc Pro action here at Territorial MX. Both local riders went 1-1, respectively, on this superb day. The track had a new layout, and Roger Campbell's long work paid off as he was greeted by a turnout of over 150 riders, despite running against the Oregon State Championship in Roseburg just 50 miles south.

In moto one of the 125cc Pros, Church took the holeshot with Jim Wiant (Yam of Springfield) and Terry Baker (Eugene Suz) following. The Intermediates were also combined with the Pros, and Dwayne Taylor (Hon) led the large pack followed by 1980 Hi-Point winner Rick Gunderson (Suz) and Mark Esterberg (Yam).

The Pros stretched out a huge lead over the Intermediates, except for one rider who was getting some funny looks. The rider was Taylor, who was gaining ground on the Pros and had closed to within striking distance of Wiant who had surrendered second place then was soon in third when Baker took over from Church by the midway point. One lap later, Baker was sidelined by a broken shifter and yielded to Taylor who was on the move. Church took the win followed by Wiant, Taylor and Baker. Taylor was the Intermediate winner with Gunderson second and Esterburg third.

Moto two, Church again headed the pack with Wiant and Baker immediately trading paint for that precious second place spot. Taylor wasn't let off as easily this time as he had Esterburg to contend with. Church was long gone and Baker couldn't get by Wiant; each time Wiant would cut him off and took second with Baker third and Loch Names (Kaw) fourth after working from dead last. Taylor won moto two as well for the overall with his 1-1 while Esterburg had a 3-2 second and Lenny Sayles (Yam) 4-3 for third.

In 250cc Pro/Intermediate action, Kelly Whelchel (Corvallis Hon) took the holeshot with Mark Freese (Eugene Suz) and Richard Earle (Light Racing Products Yam), on this reporter's LOP Yamaha, following. Earle was first to bail off, leaving him to contend with the bug-eyed Intermediate riders. Whelchel was next to loop it over one of the many stadium style jumps, letting new Pro Freese into the lead and putting Earle in second.

Mike Robinson (Yam) led the first two laps in the Intermediate class, then it was Marty Mayhews' (Hon) turn. Each had a two lap turn at leading, as did Mike Smothers (Kaw). Freese took a wailing win followed by Earle who had closed the gap in the late going and Whelchel, who nursed his Honda across the line for third. Don Bliss (Corvallis Honda) was fourth after problems while Robinson took the Intermediate portion.

Second go had Earle take the holeshot, but Freese was quick to take over when Earle missed a shift. This was one close race throughout the entire moto. It could have been anyone's race, but Freese rode flawlessly for a 1-1 while Earle rode his best all year for second overall with his 2-2 over Whelchel's 3-3. Robinson took the Intermediate overall with his win in moto two as well for a 1-1 blitz followed by Mayhews (3-3) and Smothers (2-4).

Results

PEE WEE: 1. Jimmy Row (Yam); 2. Chuck Standerfeld (Yam); 3. Troy Campbell (Suz).
MINI NOV: 1. Billy Glenn (Kaw); 2. Randy Weins (Kaw); 3. Terry Chamblin (Yam).
MINI INT: 1. Shawn Correll (Yam).
100 NOV: 1. Kirk Palanick (Yam); 2. John Sanders (Suz); 3. Carl Renfrow (Suz).
100 INT: 1. Todd Krenick (Kaw); 2. Scott Adair (Yam).
125 PRO: 1. Wayne Church (Yam); 2. Jimmy Wiant (Yam); 3. Terry Baker (Suz).
125 INT: 1. Dwayne Taylor (Hon); 2. Mark Esterberg (Yam); 3. Lenny Sayles (Yam).
125 NOV: 1. Wes Swearinger (Yam); 2. Jim Kragness (Suz); 3. Larry Brumwell (Yam).
250 PRO: 1. Mark Freese (Suz); 2. Richard Earle (Yam); 3. Kelly Whelchel (Hon).
250 INT: 1. Mike Robinson (Yam); 2. Marty Mayhew (Hon); 3. Mike Smothers (Kaw).
250 NOV: 1. Chet Campbell (Kaw); 2. Mike Obie (Hon); 3. David Steele (Yam).
OPEN INT: 1. Kent Chapman (Yam); 2. Derek Louring (Yam); 3. Dave Beck (Yam).
OPEN NOV: 1. Rick France (Yam); 2. Jeff Mayers (Mai); 3. Grant Hughes (Yam).
30-40: 1. Bill Row (Yam); 2. John English (KTM); 3. Charles Stanford (Mai).
850 CAFE: 1. Dan Zlock (Suz); 2. Gene Brown (Yam); 3. Mark Hislop (Hon).
600 CAFE: 1. Rhys Howard (Yam); 2. Gene Brown (Yam); 3. Joe Rodgers (Suz).
OPEN GP: 1. Wayne Tanner (Suz); 2. Dale Franklin (Yam); 3. Gene Brown (Yam).
250 GP: 1. Doug Guthrie (Yam); 2. Steve Dawley (Yam); 3. Gene Brown (Yam).
OPEN SGL GP: 1. Gene Brown (Yam); 2. Dale Zlock (Mon); 3. Eldon Warren (Yam).
250 SGL GP: 1. Dale Zlock (Mon); 2. Rick Pope (Hon); 3. Bob Bronoske (Oss).
CLAIMING: 1. Doug Guthrie (Yam); 2. Dale Zlock (Mon); 3. Brian Harka (Yam).

Sidehacks shine at AFM Sears Point RR

By Karl Okamoto

SONOMA, CA, OCT. 11

Pete Essaff and Dennis Crueger, riding a Kawasaki-sponsored sidecar, motored around Frank Mazur and Doug Daniels to easily capture the opening event of the day here at Sears Point. Besides Kawasaki, Essaff also listed Sudco, Tsubaki and Bates as his main sponsors.

"We were up for a hard race, but with Mark and Larry out early, we could take it easy," said Peter. He was referring to Mark Bevans and Larry Coleman, their main competition. They crashed their rig during practice, barely escaping serious injury. "We were going through turn nine when the rear axle snapped. The wheel went scootin' down the track, and the rig went up on its nose. It was everything I could do to keep it from

flipping," related Coleman, who provided commentray during the race.

With Bevans/Coleman out, the heat was off Essaff/Crueger. But they still had their problems. "The fairing mount broke on the third lap, and it slowed us," said Essaff. At that point they were following the Honda Goldwing-powered rig of Mazur/Daniels.

It's taken a whole year to work out the bugs," said Daniels.

"We lost the brakes after the third lap. Essaff was playing with us. I think he was surprised it was us he was playing with," grinned Doug. Daniels also credits much of their success to Frank Mazur, who has become a fearless sidehack pilot. Mazur also won three other races today but failed to finish a fifth, retiring his Honda Hawk from the Production race with an oily engine.

In one of those races, Mazur held off Brian Tilseth in the 600cc Superstreet contest. Tilseth got his usual slow start, and the Oakland resident made his usual mid-race charge, blitzing through the field. This time, however, he couldn't pass the leader. Mazur kept the traffic between himself and Brian up to the checkered flag. In the meantime, Bob Runyon (Bill Smith RD) held off early leader Chuck McAvoy (Hon 500) for third place.

We were all saddened to learn of the tragic death of the regular race announcer, Bill Judkins, who was killed while riding his street bike earlier this month. Bill was a former 250cc GP rider and became a skillful and observant commentator. He was missed today and will be missed by many more.

The final race of the 1981 season at Sears Point will be the Enduro, a 200 miler, on Nov. 1.

Results

SIDECAR: 1. Essaff/Crueger (Kaw); 2. Mazur/Daniels (Hon); 3. Cleeton/Eng (Suz).
450 BOX STK: 1. Joseph Elkins (Yam); 2. Fred Thomas (Yam); 3. Derek Wittorf (Yam).
600 BOX STK: 1. Frank Mazur (Kaw); 2. Joe Montoya (Yam); 3. Tom Chew (Yam).
750 BOX STK: 1. Kevin Peltz (Suz); 2. Scott Mitchell (Kaw); 3. Rick Oates (Hon).
OPEN BOX STK: 1. Darrell White (Kaw); 2. Mike Giordanego (Hon); 3. Marty Sharpe (Suz).
250 PROD: 1. Mike Fenner (C-A); 2. Jon Lisker (C-A); 3. Mike Carrell (C-A).
450 PROD: 1. Tracy DeMuro (Yam); 2. Dale Alexander (Yam); 3. Scott Moore (Yam).
600 PROD: 1. Frank Mazur (Kaw); 2. Tom Chew (Yam); 3. Mark Yarrow (Yam).
750 PROD: 1. Kevin Peltz (Suz); 2. Craig Weeks (Duc); 3. Jeff Meda (Hon).
OPEN PROD: 1. Darrell White (Kaw); 2. Jim Boeckl (Duc); 3. Mike Giordanengo (Hon).
600 SUPERSTREET: 1. Frank Mazur (Kaw); 2. Brian Tilseth (Yam); 3. Bob Runyon (Yam).
750 SUPERSTREET: 1. Darrell White (Suz); 2. Tom Sharp (Kaw); 3. Wade Boyd (Kaw).
OPEN SUPERSTREET: 1. Scott Gray (Suz); 2. John Morena (Suz); 3. Jon Parisena (Kaw).
200 GP: 1. Jeff Leggitt (Hon); 2. Bob Lugliani (Yam); 3. Chris Baur (Yam).
250 GP: 1. Dwayne Chung (Yam); 2. Bob Runyon (Yam); 3. Don Greene (Yam).
500 GP: 1. Greg Sachs (Yam); 2. David Mathews (Yam); 3. Mike Braxton (Yam).
OPEN GP: 1. Jon Woo (Kaw); 2. Scott Gray (Suz); 3. Steve Epstein (Yam).
THUMPERS: 1. Kurt Bickel (Yam); 2. Chuck McAvoy (Hon); 3. Mark Yarrow (Yam).

Smith tops Diamondback enduro

By Jim Bowman

SUSANVILLE, CA, OCT. 4

Wayne Smith put in his two second's worth of score to win the overall and 250cc A class at the Lassen Motorcycle Club's annual District 36 Diamondback enduro. The small turnout was partially due to the remote location (bordering the Nevada desert) and partially due to last year's killer enduro. Few people finished last year's run through searing heat and 36 mph speed averages, but that was last year. This year, the club gave the riders a break and wow, what a ride!

A-rider competition was strictly a matter of timekeeping. All trophies were determined by the two tie breaker checks, as the course layout failed to produce any sections that could add minutes to A-rider scores. Yamaha-mounted Smith bested second overall John Herne by only three seconds. Taz Harvey, from JK Cycle Inn, motored his Honda 200 R to the head of his class with a score of eight seconds while Richard Adan won the Open A class, dropping only six seconds aboard his KTM. The real feat of the A class, though, was the combined efforts put out by Adan, Cliff Glidden and Jeff Irwin. The trio took the A Team trophy with a total score of 67 seconds.

B-class competition was tough too. Mike Wilbur (250cc B) and Chuck Hamton (Open B) won their classes with the low B score of four minutes. The B-class trophies went to riders in the four to eight-minute score range with many trophies being determined by tie breaker checks. The exception was the Old Timer B class. Not one of the four entries finished and none will receive trophies. They apparently forgot the first commandment of enduro riding: thou shalt turn in thy scorecard.

Open C winner, John Steinbuch, and fellow Open riders turned in conclusive proof that Open bikes were the hot setup for this year's Diamondback. Steinbuch's score of 10 would have been decent in the Open B class, but Steinbuch and all three other Open C winners scored better than the best of any other C class — with room to spare.

Compared to the Open C riders, Reesce Hewett's (125cc C) score of 42 seems hardly admirable, but he rode the entire course on a Suzuki 100. Even better than that is the effort put out by the Lassen M.C. After long hours of tedious scoring, the club had only to score the second and third place C teams. Three erasers and 40 gray hairs later, the club determined that the Jones-Murphy-Peeler team had beat the Hagel-Fransen-Winningtonslow team, 343.7227 to 343.8659. Neither team won a trophy, but, thanks to the white-knuckled scorers, we know who was second best.

Eighty-five of the 116 riders finished this year's Diamondback enduro. Fortunately for all, the sky stayed overcast all day, keeping temperatures well within the comfort zone. The weather, and the spectacular course — woven through a panorama of California and Nevada desert — made the '81 Diamondback a tremendous success. Scott Maas, from Lassen M.C., looks forward to directing enduro riders through new and different territory next year; be there! •

Results

OVERALL: 1. Wayne Smith (Yam).
200 A: 1. Taz Harvey (Hon); 2. Tom Jepson.
250 A: 1. Wayne Smith (Yam); 2. John Herne (KTM); 3. Frank Showers (KTM).
OPEN A: 1. Richard Adan (KTM); 2. David Bertram (Hus); 3. Jeff Irwin (Yam).
200 B: 1. Robert See (Yam); 2. Peter Prichard (Hon); 3. John White (Yam).
250 B: 1. Mike Wilbur (Mai); 2. Robert Mihovich (KTM); 3. Danny Freitas (Suz).
OPEN B: 1. Chuck Hamton (Hus); 2. Robert Creigton (Mai); 3. Stan Stanton (Hus).
125 C: 1. Reesce Hewett (Suz).
200 C: 1. Mark Bender (Yam); 2. Eric Whittingslow (Kaw); 3. Gerald Framsen (Hon).
250 C: 1. Steven Hill (Kaw); 2. Jim Bowman (Yam); 3. Marty Rossi (Yam).
OPEN C: 1. John Steinbuch (Kaw); 2. Larry Mick (Yam); 3. Gary Evans (Yam).
OT A: 1. Charlie Morgan (KTM); 2. O.D. Urban (Hus); 3. Bud Hamilton (KTM).
OT C: 1. W. Keith Ramsey (Kaw).
A TEAM: 1. Adan/Glidden/Irwin; 2. Showers/Henning/Morgan.
B TEAM: 1. Prichard/Stanton/Fertig.
C TEAM: Rossi/Mick/Roy.

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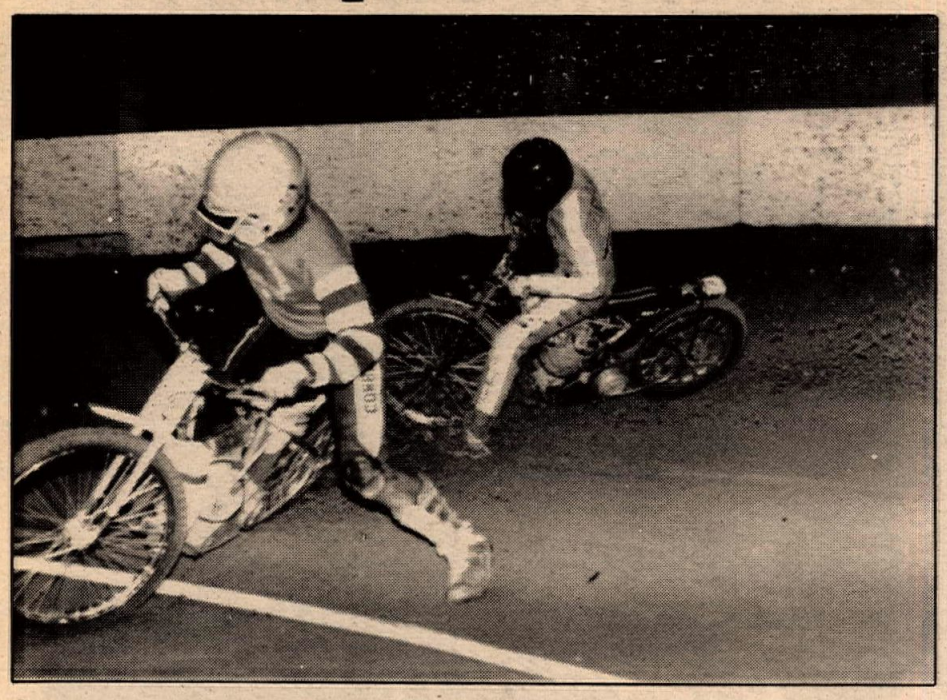

Mark Corbett tries a shortcut while Chris Reichardt slides by in Denver. Reichardt was the night's big winner with Handicap and Scratch wins.

Herndon tops Texas 100

By Bob Bagwell
COLLEYVILLE, TX, OCT. 10

Texas flash Bill Herndon, riding a factory Honda 250, won the Texas 100, a 100-lap short track. Sammy Sweet, the hard charger from Houston, led the first 50 laps with Don Hamilton and Shawn Stoval right on his tail. The 75th lap showed Herndon out in front, and he held it to the end.

In other action, John Gladwell easily won the 125cc main over Willie McCoy. James Harrington and Tubby Dotson fought a hard battle for the 250cc Amateur win with Harrington coming out on top.

Odel Davis and his super Yamaha 750 had a fight for the Open main victory with similarly-mounted Willard Kelley, Davis getting the nod at the checkers. As a warm-up, Herndon easily took the 250cc Expert race.

Results

SHORT TRACK
50: 1. Scot Kelley; 2. Keath Chapman; 3. Clayton Hull.
60: 1. Greg Teague; 2. Clayton Hull; 3. Tinney Kay.
80: 1. Bubba McCoy; 2. Alan Powers; 3. Chrissie Douglas.
125: 1. John Gladwell; 2. Willie McCoy.
250 AM: 1. James Harrington; 2. Tubby Dotson; 3. Pat Kennedy.
250 EX: 1. Bill Herndon; 2. Don Hamilton; 3. Shawn Stoval.
OPEN: 1. Odel Davis; 2. Willard Kelley; 3. Ken Chields.
100-LAP MAIN: 1. Bill Herndon; 2. Don Hamilton; 3. Shawn Stoval.
MOTOCROSS
50: 1. Kelley Stephens; 2. Trace Polson; 3. Michael Seery.
80: 1. Ronnie Camp; 2. Alan Powers; 3. Chrissie Douglas.
125: 1. Jimmy Tedwell; 2. Joe Robertson; 3. George Mazin.
250 AM: 1. Dan Taylor; 2. Randy Guinn; 3. Mark Daniel.
OPEN: 1. Greg Harrison; 2. Jef Clarkson.

Morgan tops Cow Dung Run

By David Daniles
DELTA, UT, OCT. 10

Kris Morgan took his Husqvarna 430 to another overall win! The last Utah desert race of the year proved to be full of excitement.

The bomb showed us Bruce Neilson (495 KTM), Idaho's number one desert racer Ron Dillion (493 Yam), Over 30 rider and smoke bomb king himself Hal Wing (465 Yam) and another Over 30 rider, Paul Chilton (430 Hus). At mid-pack was old man of the desert Preston Gerber (495 KTM) followed by Morgan.

Neilson's lead was short and sweet when he unloaded after hitting a sagebrush full of sand. This left the lead to 160 pounds of swing romance Dillion, who now was being chased by Morgan and a new face, motocrosser Terry Abernethy (490 Mai). Though Morgan was favoring his left arm and back from a previous industrial accident, he was not going to settle for following the ladies' man from Idaho and soon took over the lead. Up through the pack came Gerber until he claimed third, followed by Strong and Chilton. Dillion was so close to Morgan it looked like he was stuck to his old brown coat.

Across the 10 river crossings, up and down numerous hills and gullies and through brush so think a rabbit couldn't run, Dillion's bid for the lead ended in the deep sand and sagebrush where he lost sight of Morgan and could no longer keep the pace.

Headed out on the second loop, Dillion lost several positions when he made the choice to cross the river where a dozen other lapped riders were stuck and tried to strike up a conversation. Gerber moved into second and Strong to third. A heated battle then began with Strong holding the top card at the finish line. Possibly Utah's best 125cc rider claimed fourth overall; Joel Rucker (125 Suz) only rides the Saturday races due to his religious beliefs. Fifth and first 250cc was "Wild" Willie Tasker (250 Suz) who rides as crazily as he talks.

Amateurs attack Rio Bravo MX

By Charlie Wiese
HOUSTON, TX, OCT. 10

The weekend of weekends recently took place at Red Wallings' Rio Bravo MX Park as Amateurs moved dirt on the day preceding the best of the best who bent it back for big bucks on super Trans-USA Sunday while a crowd of over 5,000 watched the intense racing put together by Pace Management and TCR Promotions.

The Amateurs had the pleasure of goin' for it on one fine piece of dirt as the well manicured course provided them with all the elements that make Texas tough motocross what it is — fast and furious. In fact, the track was so fast all weekend that riders had trouble passing on equally matched machines.

The fast came when the 100cc class riders bent it back behind James Felts (Yam). Felts on the yellow bird came from behind to take over the lead from early leader Darin Williams (Yam), who chased the "Fleeing Felts" to the checkers while John Leatherwood (Yam) wormed his way through traffic for third.

Scott Thomas (Yam) moved into the spotlight during Muni Junior action by taking the win with a quick and consistent 1-2 effort. Second in Mini madness was Blake Garland (Yam), who edged out "Gassin' Gary" Stevenson (Yam).

Mini Seniors searched for the fast lane as Richie Hull put together 3-1 finishes for the overall victory. Hull took the overall by coming on strong in round two as Rusty Dovell (Suz) recovered from round one for second ahead of "Casual" Kit Vick (Yam). Round one winner, Stacey Marek (Yam), finished off the pace in round two after a turf test.

Jerry LeBlanc (Suz) blasted the boots off the 125cc Intermediates while "Cool" Ken Fox (Yam) made his first 125 ride a successful one managing a second ahead of Eddy Coker (Suz), Richie Hull (Yam), and Greg Bonin (Suz) in the scorekeepers nightmare.

"Sure Shot" Steve Haag (Suz) holeshot his way ahead of the 250cc Novices, and from that point on, Haag could do no wrong as he won with ease ahead of red rocket riders Danny Herrin (Hon) and Carl Hope (Hon), who battled all day long.

"Texas" Tommy Hudson (Yam) styled his way to victory in 250cc Intermediate wars. Hudson leaped off the jumps, doing a "look-mom-no-hands" trick, and sped to victory by taking the round two win with the chips down. Second in each round was Ronnie Hermann (Yam), who edged out Dewayne Wegmann (Bul). Wegmann, the boy in blue, gave it his best shot on the blue bike finishing third in round two and overall ahead of Jim Vaughn (Kaw).

Final furious event in the short and sweet showdown was the Open Intermediate class that had Mark Witt (Hon) in the driver's seat after two rounds of racing. Second with two fine efforts was Jeff Wilson (Yam) as Jay Earnest (Suz) edged out David Smith (KTM) for third while Danny Herrin (Hon) put together a pair of fives for fifth.

Results

100 NOV: 1. James Felts (Yam); 2. Darin Williams (Yam); 3. John Leatherwood (Yam).
OVER 30: 1. Billy Click (Hon); 2. David Ray (Kaw); 3. Ernie Mitchell (Yam).
125 NOV: 1. John Glueck (Yam); 2. Robert Taylor (Suz); 3. Carter Tate (Yam).
MICRO MINI: 1. Gary Stevenson (Yam); 2. Cody Marek (Yam); 3. Sean Cook (Yam).
250 INT: 1. Tommy Hudson (Yam); 2. Ronnie Hermann (Yam); 3. Dwayne Wegmann (Bul).
MINI JR: 1. Scott Thomas (Yam); 2. Blake Garland (Yam); 3. Gary Stevenson (Yam).
MINI SR: 1. Richie Hull (Yam); 2. Rusty Dovell (Suz); 3. Kit Vick (Yam).
125 INT: 1. Jerry LeBlanc (Suz); 2. Ken Fox (Yam); 3. Eddy Coker (Suz).
250 NOV: 1. Steven Haag (Suz); 2. Danny Herrin (Hon); 3. Carl Hope (Hon).
OPEN INT: 1. Mark Witt (Hon); 2. Jeff Wilson (Yam); 3. Jay Earnest (Suz).

Reichardt wins 'em all in Denver speedway

By Sam Slideways
DENVER, CO, OCT. 9

Scoring wins in both main events on the Gene Plue/Associated Automotive Ind./Brownell Dist. and Corey's Wheel Works-sponsored Godden, Chris Reichardt put on his race face and smoked all comers at the Western Stock Show Arena.

This is the first time since early spring that one rider won both main events. Even though the mains were dominated by Reichardt, during the heat races it was impossible to tell who might take it all. Reichardt had his share of problems during the heat races causing him to use a back-up bike because of dirt packing in his clutch.

Division Two riders put on a super show with a lot of passing all night long. Linning up for the main on the Scratch line were Steve Robinson, Dennis Hartley, Kurt Bechtold and "Squeak" Madonna. On the 10-yard line were Norm Rindom and Tim McIntosh. Action in the first corner was very hot, so hot in fact that three riders went down bringing out the red flag for a restart.

On the second attempt, all the riders made it through with Hartley nabbing the lead. Robinson andBechtold had a good battle going for second. By the third lap, Robinson had pulled away from Bechtold and began closing in on Hartley. Hartley went wide coming out of turn two, and this was all Robinson needed as he slid past for the lead and win.

Division One Handicap heat racing was far from boring with some of the wildest racing all season. The only rider to get a wire-to-wire win was Keith Rylance, a visiting British grass tracker riding the E.E.O. Co. spare Jawa.

After four heats and two semis, the lineup was set for the main. Allen Rohr (Wyscarver Signs Jawa), Dan Weigum (Gene Plue's M/C Jawa) and Bob Borg (Coca-Cola of Logan, Utah Jawa) lined up on the 20-yard line. Lining up on the 30 were Ken Peiper (Buckram Contractors/Flash M/C Jawa), Scott Ormiston (Fred Martin's Jawa) and Chris Reichardt (Gene Plue's M.C./Associated Automotive Ind./Corey's Wheel Roks/Brownell Dist. Godden). Getting the best start and pulling out for the lead was Rohr. He lead for about two laps while the rest of the pack got sorted out. Working his way through the pack, Reichardt closed the gap on Rohr with Borg right behind him. Rohr went wide coming out of turn two and went clear out to the wall. When Rohr got away from the wall, Reichardt and Borg had both gotten by him. On the third lap, Rohr went wide again; this time Weigum got under him for third place. At the white flag, it was Reichardt and Borg with a slight lead, Weigum in a comfortable third. Ormiston had closed in on Rohr and begun pushing him hard. In the last corner, Ormiston got by Rohr with a wild move. Reichardt went on to win the first main.

Racing action in the scratch heats was very exciting with wins coming from every position on the line. Drawing the pole position was Mark Borgman (K&K Detailing/Super Seer

(Continued to page 44)

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Central Pipeline

(Above) Jack Beckham returned to blitz Capital City's night motocross.
(Below) Ken Pieper found sideways monowheeling a stylin' way to go.

(Continued from page 42)

Jawa). In the second slot was Jim Troudt, next to him in the number three slot was Ormiston. On the outside was Reichardt.

Had the track been a blue groove, hard pack surface, Reichardt probably wouldn't have had a chance, but because of the heavy and wet surface, the outside slot on the line was as good as any place. Borgman got the holeshot with Troudt and Ormiston right on his tail. Because of the traction out wide, Reichardt was able to get by both Troudt and Ormiston before the back straight.

Borgman and Reichardt put on a real show rattling bars for two very fast laps. Coming out of turn four on the second lap, Reichardt was able to get by Borgman when he lost his spark. By this time reichardt had built a slight lead over Ormiston and Troudt. Ormiston was able to hold off Troudt for second while Reichardt went on to win the second main for the night.

"Unbelievable, spectacular, super and unreal" were just a few of the comments expressed when it was announced that Bruce Penhall put the final jewel in his crown by winning the U.S. National Championships. Again, Colorado says, "congratulations!"

Results

SECOND DIV: 1. Steve Robinson; 2. Dennis Harley; 3. Kurt Bechtold.
HANDICAP MAIN: 1. Chris Reichardt; 2. Bob Borg; 3. Dan Weigum; 4. Allen Rohr.
SCRATCH MAIN: 1. Chris Reichardt; 2. Scott Ormiston; 3. Jim Troudt.

Beckham blasts Capital City night MX

By Karel Kramer
Photo by Pat McClure

AUSTIN, TX, OCT. 2

Austin's Maico meister Jack Beckham made a victorious return to the Capital City night track and turned lap times six seconds faster than when he left. He tiptoed through massive piles of broken bikes and bodies in the second moto to take the Expert overall.

Beckham's Maico led the charge off of the line in the first moto, trailed by O'Leary's Yamaha pilot Johnny Middleton and Honda-mounted Billy Harrison.

Middleton and Harrison put on a battle while Beckham pulled a disappearing act. Things heated up as fourth-place Mike Farmer (465 Yam) began to feel pressure from relative Jerry Farmer (250 Yam) that pushed him up behind Harrison.

Harrison got "slideways" coming out of a hairpin, and Mike squirted past. Mike closed the gap on Middleton and jumped past him going over some triple jumps. Middleton was forced to go wide, letting both Mike and Harrison past.

Beckham continued to run effortlessly in front. He picked up the win followed by Mike Farmer and Harrison.

John Ham (250 Suz) seemed determined to better his last place effort in the first moto. He came off the line to holeshot the second moto.

Mike Farmer and Beckham came out of the first turn nearly side by side. Beckham tried to get on the gas sooner than Farmer, but he was a hair too anxious. By gassing it before the bike was straight up he got a tiny bit sideways, and Farmer jetted into second.

In front of the stands, Beckham took the high line over the triple jumps and held it on to pass Farmer. Ham suddenly had Beckham breathing down his neck and turned up the wick. Coming into the infield, it looked as if Ham might hold onto his lead when he pulled off of the track for no apparent reason. Ham began poking around under his fuel tank as the pack, led by Beckham, disappeared into the night.

With Ham out, real carnage started. Mike and Jerry Farmer collided in mid-air in front of the stands, landing in an all-too-quiet heap. Less than a lap later, Harrison and Middleton took each other out at the end of a long straight to lie in another unmoving heap.

Beckham continued on while looking around for everyone. Ham found the problem, put his fuel line back on the petcock and returned to the race. Jerry Farmer and then Middleton returned to the track. Mike Farmer was the last to rejoin the race (with a suspected shoulder separation.

Beckham emerged unscathed to win followed by Jerry Farmer and John Ham.

Rusty Burns and Chris Loftin fought it out in the 125cc Intermediate class, putting on a real show the whole way.

In the Mini Junior class, Troy Lovell set some kind of record! Lovell has only raced twice, last week and tonight. He won both times besting major competition in the process. That wouldn't be so amazing in itself but Troy is the first rider to win a Mini class at Austin on a four-stroke in over four years. He did the deed with a nearly stock XR80 Honda. Congratulations, Troy.

Results

MINI JR: 1. Troy Lovell (Hon); 2. Phillip Longmire (Yam); 3. Joey Stone (Hon).
MINI SR: 1. Dino Farmer (Yam); 2. Rob Bingarde (Kaw); 3. Shorty Bryan (Kaw).
100 NOV: 1. Paul Durham (Yam).
125 NOV: 1. Brazos Moffett (Yam); 2. Rocky French (Hon); 3. Kevin Peck (Suz).
250 NOV: 1. Randy Trayhan (Yam); 2. Paul Horton (Hon); 3. Doug Miller (Yam).
125 INT: 1. Chris Loftin (Suz); 2. Rusty Burns (Suz); 3. Dean Hicks (Yam).
OVER 30: 1. Glen Beneke (Hon); 2. Lloyd Longmire (Hus); 3. Jack Hendricks (Suz).
EX: 1. Jack Beckham (Mai); 2. Jerry Farmer (Yam); 3. John Ham (Suz).

RESULTS

La Luz Short Track State Championship
La Luz Speedway
La Luz, NM
Dept. 26, 1981
By Douglas Hanson

KARTS	
Jerry Blackburn	
Joe Landers	
MINI	
Scott Coleman	Yam
Matthew Harshey	Yam
Jason Suggs	Yam
125 NOV	
Tommy O'Brien	Suz
Joe Young	Suz
Michael Stafford	Suz
125 AM	
Ken McCutchen	Yam
Brian Conrad	Suz
125 EX	
Lorne Wofford	Yam
Dion dulany	Yam
Ryan Armitage	Suz
250 NOV	
John Addington	Yam
James Neal	Yam
Joe Young	Yam
250 AM	
Ken McCutchen	Yam
John Gomery	Hon
Jimmy Hall	Yam
250 EX	
Jeff Narramore	Yam
David Copeland	Yam
Dion dulany	Yam
OPEN NOV	
Joe Young	Yam
Dale Melton	Yam
Bill York	Yam
OPEN AM	
Jeff Black	Yam
Joseph Ellinger	Yam
David Gilbreath	Yam
OPEN EX	
Jeff Narramore	H-D
David Copeland	Yam
Dion Dulany	Yam
TROPHY DASHES	
125 EX	
Lorne Wofford	Yam
250 EX	
Jeff Narramore	Yam
OPEN EX	
Jeff Narramore	H-D

Final Standings AME/Southern Calif. Yamaha Dealers Assoc. MX Series Winners

61 JR
Tony Sulek
Joe Brown
Alan Pierce
61 INT
Danny Lamb
Ronnie Densford
Steven Kotajarvi
61 EX
Shane Trittler
83 BEG
Curtis Dougherty
Tom Holt
Todd Looney
83 JR
Darryl Chereshkoff
Shawn Condon
Scott Sutton
83 INT
Gary Miller
Mouse McCoy
Toby Lawes
83 EX
Steve Van Duzen
Jim Collier
100 JR
Rich Lloyd
Alex Krause
Cam Johnson
100 INT
Jim Spotts
Mike Hughes
125 BEG
Shawn McGurrin
Mitch Bruer
Krabs Drull
125 JR
Bruce Delgado
Mark Condon
Chris Balades
125 INT
Andy Nelinger
Rick Houghtaling
Randy Lippie
125 PRO
Jim Pappe
Jim Sendelbach
Jon Ortner
Gary Curtis
Allen Hopper
250 BEG
David Warntjes
Rick Perez
Mel Cairns
250 JR
Rob Kennedy
Bill Kolkman
Don Gossett
250 INT
Tony Pulliam
Joe Bauer
Keith Frady
250 PRO
Pete Snorteland
Jim Holley
John Whelchel
John O'Mara
Ken Zahrt
VET JR
Richard Drolen
VET EX
Ron Cole
Bob Dunham
Bob Millner
500 JR
Rick Garza
Charles See
Rick Anderson
500 INT
Dave Welty
Fred Hudgens
Art Dart
500 PRO
Tracy Oswell
Mark White
Pete Snorteland

D-37 Women First Half Point Standings

DESERT	
Lori Farmer	2370
Jolene Payne	2200
Lorni Vincent	1780
Tricia Farmer	1250
Jeanette Lang	1040
Debbie Hopkins	750
June Elias	570
Diane Holeman	490
Deanne Jenkins	470
Alice LeRoy	455
Karen Youngs	410
Bonny Kind	310
Laurie Hammel	270
Sandra Perkins	265
Linda Smart	260
Donna Green	210
Lynette Zuber	200
Lori Theel	200
Helen Ajay	170
Melissa Demenagos	100
Julie Marshall	80
Debbie HenkeOgden	70
Sharon Dietz	50
Christine Sain	35
Sevi Thompson	35
Cheryle Main	25
Susie Loonsfoot	25
Meldoy Forgerson	20
MX	
Karen Leitinger	852
Chaleen Higgins	636
Tam Tracy	314
Natalie Allen	202
Gale Webb	187
Louis Bates	168
Jan Murray	120
DedeCates	120
Kim Douglass	108
Mary Kay Aufrance	86
Dawn Grant	60
Lori Farmer	56
Lynette Zuber	48
Pauline Pitt	42
Patricia Stuebner	37
Roxanne Ray	37
Dee Granger	33
Debbie Beck	33
Marlene Boal	29
Sharon Holder	27
Brenda Holder	22
Debra Greeley	20

AMA Road Race Final Point Standings By Glenn Billings

FORMULA 1	
1. Dale Singleton	52
2. Nicky Richichi	44
3. Freddie Spencer	40
4. John Bettencourt	38
5. Mike Spencer	36
6. Richard Schlachter	26
7. Bruce Hammer	22
Wes Cooley	22
Richard Chambers	22
10. Randy Mamola	20
Mark Homchick	20
Frank MacTaggart	20
13. Jeff Umrysz	18
14. Roberto Pietri	17
15. Thad Wolff	13
16. Harry Klinzmann	12
Jimmy Adamo	12
18. Dave Aldana	11
Steve Gervais	11
Harry Cone	11
21. Hap Eaton	10
Doug Bruneck	10
Dan Chivington	10
24. Kevin Stafford	9
Dave Schlosser	9
26. Steve Biganski	8
27. Boonie Knott	7
28. Miles Baldwin	6
Corey Ruppelt	6
30. Alan Ward	5
31. Steve Foote	2
32. Rusty Sharp	1
EX LIGHTWEIGHT	
1. Eddie Lawson	96
2. Jimmy Filice	62
3. Steve Baron	35
4. Bruce Maus	33
5. Craig Morris	31
6. Gary Collins	24
7. Dave Busby	23
8. Sam McDonald	22
9. Boonie Knott	17
John Long	17
11. Keith Kiyota	16
12. Jeff Umrysz	15
13. Dave Emde	13
14. Jan Jolles	11
Rusty Sharp	11
16. Fred Winters	10
Randy Reufraw	10
18. Kevin Brunsin	9
Bill Himmelsback	9
Mike Marlone	9
21. Nobby Nakamura	8
Gill Martin	8
23. Norm Symser	7
24. Benny Del Monico	6
25. Mark Bougas	5
Mike Elmore	5
27. David Reed	4
Dan Guglielmo	4
29. James Woolsey	3
30. Greg Smrz	2
John Concklin	2
32. Andrea Weck	1
Robert Cyr	1
Hugh Deluge	1
NOVICE	
1. Don Greene	50
2. Fred Merkel	40
Carl Muffley	40
4. Rod Crosby	39
5. Bryan Paquette	35
6. Mark Ingalls	31
Steve Simmons	31
8. David Howes	23
9. Danny Hyatt	22
10. Wayne Rainey	20
David Greene	20
12. Bob Cunnington	16
13. Glen Larock	15
Gordon Hedemark	15
15. Conrad Brooks	14
16. Keith Day	13
17. Mike Haller	11
18. Alan Labrosse	10
19. Tom Beishiem	9
Gary Griffith	9
21. Tad Uzzle	8
Jim Hayes	8
23. George Wallace	7
Ron Everling	7
Jon Morris	7
Robert Runyard	7
27. Rodney Sullivan	6
George Nolan	6
Dave DeSantis	6
30. Tom Docteur	5
James Wright	5
Dwayne Chung	5
33. William Hutton	4
Gary Iazzi	4
35. Peter Trevitt	3
Gil Rutherford	3
37. Ron Martin	2
Jay Foley	2
39. Jeff Dauvin	1
Larry Schenk	1
Rich Rydon	1

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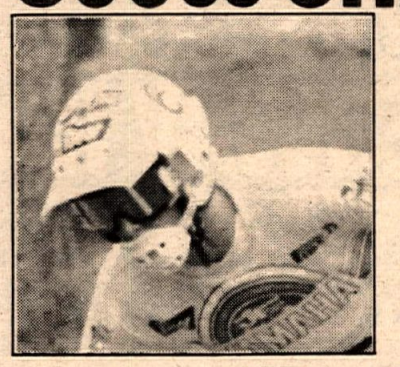

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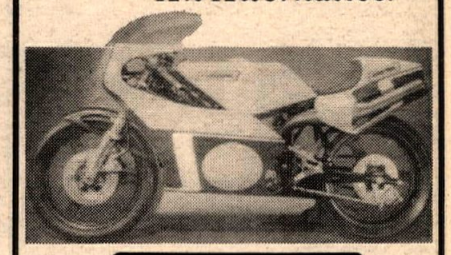

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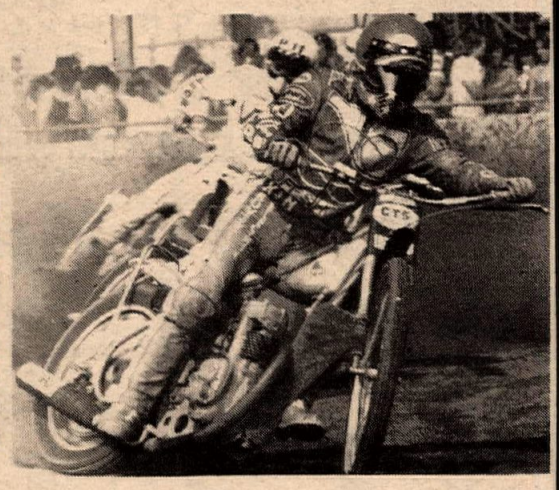

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CALENDAR

CHAMPIONSHIP EVENTS

AMA Supercross Series

11/14 San Diego, CA

AMA National Enduro Schedule Western Region

11/1 100-mi. Nat'l. Checkpoints M.C. Burbank, CA 213/843-8478

Central Region

11/8 100-mi. Nat'l. Tulsa Enduro Riders Assn. Tulsa, OK 918/258-2641

National Drag Race Schedule AMA/Dragbike!

11/28-29 Gainesville, FL

AMA/Dragbike! Western Championship Series

11/14-15 Tucson, AZ

SCORE Race Schedule

11/3-6 Baja 1000 Baja California, Mexico

National Road Runs

11/28 CYCLE NEWS B-to-V Poker Run Barstow, CA - Las Vegas, NV

1982 AMA/Dragbike! Series

4/17-18	Palmdale, CA
4/24-25	Jackson, TN
5/15-16	Atco, NJ
5/22-23	Cincinnati, OH
6/5-6	Fremont, CA
6/12-13	E. Irvine, CA
6/18-20	Tulsa, OK
7/10-11	Columbus, OH
7/31-8/1	Syracuse, NY
8/TBA	Belle Fousche, SD
9/4-6	TBA
9/11-12	Byron, IL
9/25-26	Commerce, GA
10/23-24	Las Vegas, NV
11/20-21	Gainesville, FL

1982 SCORE Race Schedule

1/9	SCORE Awards Banquet Anaheim, CA
2/5-7	Parker 400 Parker, AZ
3/26-28	Mexicali 250 Mexicali, Baja California, Mexico
6/4-6	Baja Internacional Baja California, Mexico
8/6-8	Off Road World Championship Riverside Int'l. Raceway Riverside, CA
11/3-6	Baja 1000 Baja California, Mexico

1982 CMC Golden State Series

1/2-3	Orange, CA
1/9-10	Lake Madera, CA
1/16-17	Marysville, CA
1/23-24	Huron, CA
1/30-31	Sacramento, CA
2/6-7	Carlsbad, CA
2/13-14	Lake Madera, CA

1982 World Championship Road Race Series (tentative)

3/21	Argentina
5/2	Austria
5/9	France
5/23	Spain
5/30	Italy
6/26	Holland
7/4	Belgium
7/18	San Marino
8/1	England
8/8	Sweden
8/15	Finland
8/29	Czechoslovakia
9/5	Yugoslavia
9/26	Germany

1982 World Championship Endurance Road Race Series (tentative)

4/25	Italy
6/13	Germany
6/20	Austria
7/10-11	Spain
7/25	Japan
8/14-15	Belgium
9/12	England
9/18-19	France

1982 World Championship Motocross Series (tentative)

125cc

3/28	Holland
4/4	Belgium
4/25	Austria
5/2	Yugoslavia
6/6	Switzerland
6/20	Czechoslovakia
7/4	France
7/11	Germany
7/25	Finland
8/1	Sweden
8/15	Spain

250cc

4/18	Switzerland
4/25	Spain
5/9	Belgium
5/16	Czechoslovakia
5/23	Poland
6/6	France
6/13	England
6/4	Holland
7/18	NEW BERLIN, NY
8/1	Russia
8/22	Finland
8/29	Sweden

500cc

4/25	France
5/2	Holland
5/9	Sweden
5/16	Finland
5/23	Austria
6/6	Germany
6/13	Italy
6/20	CARLSBAD, CA
6/27	Canada
7/4	England
8/1	Belgium
8/8	Luxembourg

Sidecar

4/4	Italy
4/18	France
5/23	Holland
6/6	Belgium
7/11	England
7/17	Ireland
7/25	Switzerland
8/1	Germany
8/22	Austria
8/29	Denmark
9/12	Spain

1982 World Championship Trials Series (tentative)

2/21	Spain
2/28	Belgium
3/7	England
5/16	Italy
5/23	France
5/30	Germany
6/6	Austria
6/20	Canada
6/27	USA
9/5	Finland
9/12	Sweden
9/19	Poland

EVERY WEEK

Wednesday

CMC NIGHT MOTOCROSS
Speedway 117, Chula Vista, CA. I-5 or 805 S to Junction 117, E 5½ mi. (end of Brown Field Airport). All classes + 3-wheelers & go-karts. Merchandise awards & trophies every night. 150% Pro p.b. Coca-Cola stadium-type track. Sign up 4:30 p.m., prac. 6-7, race 7:30. Entry $12. Info 714/690-6414.

Thursday

CALIFORNIA

CMC NIGHT MOTOCROSS
Ascot Park, 183rd & S. Vermont Ave., Gardena, CA. All classes inc. complete div. of Vets & OT. Challenging 5/8-mi. course, clean pits, good lighting, permanent restrooms & snack bars, free parking & grandstands. 30% trophies + Pro p.b. CMC lic. req., avail. @ track. Gates open 5 p.m., sign up closes 6:30, prac. 6-7, race 7:30. Entry $12, watch $4.50, jrs. $3.50, 8-12 $2. Info 714/557-3323.

R.A.C.E. MOTOCROSS
Orange County Int'l. Raceway, Irvine, CA. I-5 @ Sand Canyon Ave. or I-405 @ Irvine Center Dr. to Sand Canyon. All classes, 30% trophies, 100% Pro p.b. Gates open 5 p.m., prac. 6, race 7. Entry $7, non-memb. $9 (memb. not req.), Pros $15, watch $4, jrs. $3, under 12 $1. Info 714/552-5511 (Steve Crosby).

IDAHO

HUETTER FLAT TRACK
Huetter Speedway, S&S Racing, Huetter, ID. 2 mi. W of Couer d'Alene on Old Hwy. 10. Class C racing, 3/8-mi. oval. Mini/125/250/500/Open, $500 guaranteed purse, trophies to Amateurs. Sign up 6:30 p.m., prac. 7, race 7:30. Info 208/765-5005 (Couer d'Alene Honda).

WASHINGTON

WASHINGTON NIGHT MOTOCROSS
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. E, left on Hannegan Rd., 1¼ mi. N on rt. 50—Open, separate C class motos. Gates open 5 p.m., race 6. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-5069 (Larry Hanson).

Friday

CALIFORNIA

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Durham Rd. @ Hwy. 17. All CMC classes inc. Vets/OT. 30% trophies, 100% Pro p.b. Challenging course, new lighting, snack bar & grandstands. Gates open 5 p.m., sign up closes 6:30, prac. 6-7, race 7:30. Entry $12, watch $4, jrs. $3, 8-12 $2. CMC lic. req., avail. @ track. Info 415/651-2545.

R.A.C.E. MOTOCROSS
Corona Raceway, Corona, CA. Hwy. 91 E to Buchanan exit. Mini—Open, 100% Ex. p.b. Info 714/689-1913, 735-1705.

SACRAMENTO NIGHT MOTOCROSS
Sacramento Raceway, 5305 Excelsior Rd., Sacramento, CA. E on Hwy. 50, S on Bradshaw Rd., E on Jackson, N on Excelsior. Professional lighting, 5/8-mi. course, free parking, new grandstands. Gates open 5 p.m., prac. 6, sign up 5:30-7, race 7:30. Info 916/363-2653.

TEXAS

NIGHT MOTOCROSS
Capitol City Night MX, Austin, TX. Adjacent to Austin MX Park, Hwy. 183 N of 7th St. Race 8 p.m. Info 713/482-7593.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. E on E. Mount Houston Rd., off Hwy. 59 N. All classes. Trophies thru 6th to Am., 100% Ex. p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

MOSIER VALLEY MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. Gate & track changes inc. over/under bridge. Trophies thru 5th, Ex. purse $300 or 300% p.b. All classes, Ex. ride 3 motos. Gates open 5:30 p.m., prac. 7. Entry $8, Ex. $10, gate $4. Info 214/245-4693.

Saturday

CALIFORNIA

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. Info 714/727-1171.

SADDLEBACK SATURDAY MX
Saddleback Park, Orange, CA. Gates open 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry $11, Pros $17. No memb. or mail entry req. 33.33% trophies. Info 714/495-4771.

OKLAHOMA

OKLAHOMA NIGHT MOTOCROSS
Motorcycle Raceway, Oklahoma City, OK. Btwn. I-40 & I-240 on S. Douglas off S. 59th. All classes, 10 trophies/class. Prac. 5 p.m., race 6:30. Info 405/348-4412 (Tommy Newman).

TEXAS

PRO-AM SHORT TRACK
Ross Downs, Hwy. 26, Colleyville, TX. Btwn. Grapevine & Ft. Worth. Micro Mini—750s, trophies & $. Gates open 6 p.m., prac. 6:30, race 8:30. Entry $6, Pros $10. Info 817/488-9133 (Bob Bagwell).

WASHINGTON

WASHINGTON FLAT TRACK
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. E, left on Hannegan Rd., 1¼ mi. N on rt. Mini—Open, Am. & Semi-pro. Gates open 5 p.m., prac. 7, race 8. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-7346 (George Leonard).

Sunday

OKLAHOMA

BIG "L" MOTOCROSS
Big "L" MX Track, Lindsey, OK. Hwy. 52 S of OKC to Blanchard, Hwy. 76 S to 4-way stop, 3½ mi. S of Hwy. 39 on 76, W 1 mi., S 1 mi., W 100 yds. Pee Wee—Over 30, trophies, 100% Ex. p.b. Gates open 11 a.m., prac. 11-1, sign up closes 12:30, race 1. Entry $7, Ex. $10, rider gate $3, watch $3, 6-12 $1. Info 405/360-3991 (after 5 p.m.).

TEXAS

TWIN CITIES FLAT TRACK & MOTOCROSS
Twin Cities Speedway, 4918 Hwy. 75 South, Dennison, TX. 50-Open, Am. & Ex. Trophies & cash. Prac. noon, race 1:30 p.m. weather permitting. Info 817/488-9133 (Bob Bagwell).

Every Sat. & Sun.

RUN WHAT YOU BRUNG STREET RACE
Brotherhood Raceway Park, Terminal Island, CA. Btwn. San Pedro & Long Beach, entrance on Ferry St., next to U.S. Customs Building. Gates open 8 a.m. to 6 p.m. Tech @ 8. Admission $5 to race or watch. Kids under 12 free. All policemen & firemen & their families admitted free. Brotherhood of Street Racers, Inc. Info 213/672-1814.

October 28

R.A.C.E. FLAT TRACK
Corona Raceway, Corona, CA. Off 91 Fwy. @ Buchanan St. btwn. Corona & Riverside. Half-mile & ST. 30% trophies, 80% Pro p.b. Gates open 5:30 p.m., prac. 6:30, race 7:30. Entry $7, Pros $10. Info 714/689-1913, 735-1705 (Elaine Jones).

October 30

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. All classes, 30% trophies, 100% Pro p.b. Sign up 6 p.m., prac. 7, race 8. Entry $10, Pros $15. AME lic. req. Info 213/881-5778.

CALIFORNIA SUPERBIKE SCHOOL
Riverside Raceway, Riverside, CA. Everything provided: bikes & gear, classroom seminar & track time. Morning & afternoon sessions. Tuition $120, machine damage policy (voluntary) $7, medical insurance ($5000 coverage) $10. Advance reservations req. CSS, PO Box 3743, Manhattan Beach, CA 90266. 213/484-9323.

D-36 MOTOCROSS
Lodi Cycle Bowl, 5801 Morse Rd., Lodi, CA. All classes, lighted stadium-type track. Gates open 5 p.m., prac. 6:30. Entry $10. Lodi M.C. Info 209/931-3722 (Barbara or Eddie).

SAND HILL NIGHT MARATHON
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. Mini-Open, no cards req. Mini race 6-6:45 p.m., 250s 7-8, 200s 8-9, Open 9-10. Info 415/634-3328 (Tom Anderson).

Oct. 31-Nov. 1

HANNAH/WISE MOTOCROSS SCHOOL
Sand Hill Ranch, Brentwood, CA. Entries limited, $125 deposit must be received by 9/15 with balance due 10/1. No spectators (parents only), bikes not provided. Lunch for riders, O/N camping OK. Mail entries payable to: Oakland Yamaha MX, 4351 E 14th St., Oakland, CA 94601. 415/532-3140.

October 31

CANYON RACEWAY MOTOCROSS
Phoenix, AZ, 1½ miles W. of 99th Ave. & Carefree Hwy. Beg.-Exp. purse. 100% p.b. $10 sportsman, $14 Expert. For more info call 602/583-0575.

November 1

IRA MOTOCROSS
Arroyo Cycle Park, San Bernardino, CA. Abt. 10 mi. No of town on I-15E, off @ Palm Ave., turn left & follow signs. All classes, 100% trophy day. Gates open 7 a.m., prac. 8, race 9:30. Entry $10, Pros $15. Info 714/359-1433, 887-1560.

TRI STATE DIRT 100 HARE SCRAMBLES
Grandview, ID. Allow 1 hr. driving time from Nampa. All SIDRA classes, SIDRA pts., 100% finisher pins, 30% Am. trophies, 50% Ex. trophies. Three 30-mi. loops. Dry O/N camping, closed course. Sign up 8:30 a.m., race 11. Entry $22, Minis $10, Sptsmn. $10. Info 208/459-1811 (Ron Dillon), 466-7478 (Darren Obendorf), 9692 (Phil Wehr).

CMMC JACK CLAWSON MEMORIAL BENEFIT MOTOCROSS
Barona Oaks Raceway, Ramona, CA. Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Canyon Rd. abt. 13 mi. 125 & 250cc Pros, 100% p.b., Barona Tribal Council will donate gate receipts to Home of Guiding Hands in Lakeside. Entry (no mail) $25. Amateurs ride regular course after Pros. Sign up 7 a.m. Gate $3, pancake breakfast $2. Info 714/286-3095, 440-7935.

NMA FALL NATIONAL SERIES
Saddleback Park, Orange, CA. 50-250cc; minis thru 16, motorcycles thru 21. Pro p.b., 30% trophies. Gates open 7:30 a.m., prac. 8, race 9:30. Call for entries. NMA, PO Box 46, Norwalk, CA 90650. 213/868-8112.

D-37 MOTOCROSS
Kernville, CA. Limed from town. All classes, new track. D-37 pts., no gate fees. No O/N camping. Signup 7 a.m., prac. 8, race 9. Entry $9. Mail entries to: Dirt Diggers M.C., Box 314, Wolford Hts., CA 93285. 714/376-2128.

D-36 MOTOCROSS
Prairie City OHV Park, Sacramento, CA. All District classes, bonus trophies, 100% S-p. p.b. Hangtown track. No pit riding/dogs/bicycles. Gates open 6:30 a.m., prac. 7:30, race 9. Entry $13, Semi-pro $15 + $5. Boss MX. Info 209/952-3528 (Fred Dion); if raining call 916/351-0271.

AMA PRO-AM COMBO TT
Ascot Park, 183rd St. & Vermont Ave., Gardena, CA. AMA Pro sanctioned; Nov. & Jr. only. $600 purse + Pro pts. Sign up 11 a.m., prac. 12:30, race 1. D-37 Amateur race w/all classes inc. Sidehacks & Srs. on long course. Sign up 1-3, prac. 4, race 5. Entries $14, pit passes $6, 2/entry. Lightweights M.C. Info 714/547-0451, 213/371-7356.

KMC MOTOCROSS
Kleberg County Park, Kingsville, TX. Hwy. 77, 1 mi. S of town. All classes, 50% trophies to 6th, 100% purse. Entry $8, Ex. $12. Race starts @ noon. W. Bynum 512/592-6764.

SRA BLACKCAT G.P.
Sunrise Valley Cycle Park. 2 miles N. of Adelanto on Hwy 395. MX-desert. 1 hour races, 20% trophies, finishers pin. All classes ran, o/n camping. Entry $12 mail, $15 post non-members add $2. 0-200 prac. 8 a.m. Also Seniors, race in afternoon. 201 Open prac. at 12:30 p.m., race in p.m. For more info call 714/828-1358.

AFM 4-HOUR ENDURANCE ROAD RACE
Sears Point Raceway, Sonoma, CA. 350-Open, SS, Prod. rules. 2-man min., 4-man max./team. Gates open 7 a.m., tech 8, prac. by class (30 min.) 9, race 12:30 p.m. Info 707/938-8448.

SRA BLACKCAT GRAND PRIX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. N of town on Hwy. 395. All classes, finisher pins, 20% trophies. 1-hr. races, MX & desert course. Free O/N camping. 0-200cc & Srs. prac. 8 a.m., race in a.m.; 201-Open prac. 12:30 p.m., race in p.m. Entry $12 mail, $15 post, non-memb. add $1. Info 714/828-1358.

THE SUPERBIKERS
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd. S of Oceanside, E 5 mi. Road racers, motocrossers & dirt trackers race each other on 2-mi. half dirt, half asphalt track. $50,000 purse. AMA & FIM sanc., to be taped by ABC Wide World of Sports. Gates open 9 a.m., prac. 9:30, race 12:30. Advance tickets $8, under 12 $5, race day $11. Tickets avail. @ Ticketron or call 714/495-6906.

GREAT PUMPKIN GP
Corona Raceway, Corona, CA. All classes inc. Women & Teams, 100% finisher pins, 100% Pro p.b., 25% trophies. 7-mi. course, silencers/3 # plates req. Gates open 6:30 a.m., 1st prac. 8, 1st race 9;15. Entry $15 mail (deadline 10/28), $22 post; Team (must send together) $10 mail, $12 post, ea. rider. Mail entries to: Corona Raceway, PO Box 388, Corona, CA 91720. 714/689-1913, 735-1705.

SCORPIONS CMC SUPERCROSS
Newman, CA. Next to Hills Ferry Raceway on River Rd. All classes inc. 3-wheelers, 30% trophies, 100% Pro p.b. Gates open 7 a.m., prac. 8, race 9. Entry $10, Pros $15, gate $4.50. '82 CMC cards sold. Info 209/522-4820, 523-8024.

ALL BRITISH MOTORCYCLE SWAP MEET
Moore's Cycle Center, 760 N. Anaheim Blvd., Anaheim, CA. Starts 8 a.m. BSA Owners Club. Info 714/533-2860.

AMA NATIONAL ENDURO
Red Mtn., CA. 125/250/ Open/ 4-stroke/Women classes, D-37 pts. Drawing Oct. 20, Shakey's Pizza, La Habra. Mail entry $18 A&B, $16 C. Post entry $22, entry at drawing is post. 3 man teams add $1. Send entry & 3 SASE to Tim Elliott, 1919 Screenland Dr., Burbank, CA 91505. 350 rider limit, spark arrestors req. Alternate site; Red Mountain. 213/843-8478 (Ron Alves).

AMA MOTOCROSS
Seattle International Raceway, 9 miles E of I-5 on Hwy. 18. Pee Wee, 100, 125, 250, Open A &B, 100% Pro p/b, gates open 8 a.m., race 10:30 a.m.-5 p.m. Spec. $4, AMA $4 admis., $5 to race, Pro. $4 admis. $10 to race. More info call 206/631-1550.

AMA/ATA/ITA TRIALS
Saddleback Park, Orange, CA. 125/250 Nat'l. Championship, special trophies & medals. Sign up 8 a.m., 1st rider out @ 10. Entry $7, 1st time Beg. ride free. Info 714/879-0570 (Jean Fradette).

CMC MOTOCROSS
Hollister Hills SVRA, Hollister, CA. All classes + 3-wheelers, 100% p.b., Parts in the Pits. No pit riding. Gates open 6:30 a.m., prac. 7:30, race 8:30. Entry $10, Pros $15, gate $5. PDT Ent. Info 209/673-3146.

CMC MOTOCROSS
Saddleback Park, Orange, CA. All classes. Gates open 7:30 a.m., sign up 8-9, prac. 8-9, race 9:30. Entry $10, Pros $15. Info 714/557-3323.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to H-126. All classes. 2 long motos & cash for Pros, 2 motos & brass for Sptsmn. Entry $10, Pros $15. Gates open 7 a.m., prac. 8, race 9:30. Memb. req. Info 213/830-7519.

CORONA RACEWAY

6th Annual GREAT PUMPKIN G.P.

SILENCERS MANDATORY
Entry Fee .... $15.00 (mail)
.... $22.00 (post)
Team Race ... $10.00 (mail) ea.
Must send .... $12.00 (post) ea.
entries together.

SUNDAY NOV. 1

GATES OPEN 6:30
PRACTICE .... (0-125) 8:00
PRACTICE .... (250-300) 8:30
ALL 1-100's & Women 9:15
125-250-500 PROS 10:15
ALL VETS 11:15
ALL 125's 12:30
ALL 250's 1:30
ALL 500's 2:30
TEAM RACE 3:45

SILENCERS MANDATORY

LEAP THROUGH HANGMANS TREE

Team Race will be Pie Plated - have your duct tape ready!!

3 NUMBER PLATES REQUIRED

25% TROPHIES 7 MILE COURSE

WIND AROUND CORK

100% FINISHER PINS

R.A.C.E.

100% payback to PROS

Entry Blank In Last Week's Cycle News

THIS IS IT!
AMATEUR SUPERCROSS
NOV. 15 1981
SAN DIEGO JACK MURPHY STADIUM

SPECIAL CLASSES 4-STROKES 3-WHEELERS

Limited Entries
CLASSES:
60cc 100cc 250cc
80cc 125cc 500cc VETS (+30)
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26023 S. Western Lomita, CA 90717 (213) 539-4150

RIDE THE SAME COURSE THE PROS RIDE ON SATURDAY NITE

Coca Cola Supercross Finals November 14th
Tickets now available at Select-A-Seat and Ticketron

CRC Call For Info. (213) 830-7519

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Whittier, CA 90605
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"Persist in your foolishness and you will become wise."
— S.E. Harriman

R.A.C.E.
SCHEDULE

WED	OCT. 28	FLAT TRACK	Corona
THURS	OCT. 29	MOTOCROSS	O.C.I.R.
FRI	OCT. 30	MOTOCROSS	Corona
SUN	NOV. 1	GRAND PRIX	Corona
FRI	NOV. 6	MOTOCROSS	Corona
SAT	NOV. 7	ODYS,3 WHLRS	Corona
FRI	NOV. 13	MOTOCROSS	Corona

Open 7 Days 714-558-1584
CMC-MX / ITA Trials — 1st & 3rd Sundays
CRC—MX — 2nd & 4th Sundays
SSM—MX — Every Saturday
SADDLEBACK PARK

CRC RACE SCHEDULE
NOV. 1 — MOTOCROSS
Indian Dunes
NOV. 8 — MOTOCROSS
Saddleback
NOV. 15 — STADIUM MOTOCROSS
Jack Murphy San Diego Stadium
NOV. 15 — MOTOCROSS (Cancelled)
Indian Dunes
CRC Membership Required
213-830-7519

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INTERNATIONAL MOTORSPORTS
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(714) 781-5849 Riverside, CA.

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Good through Nov. 25th
Open M-F 9:00-7:00
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1850 W. Valley Blvd.
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AMERICAN MOTOCROSS ENTERPRISES

PRESENTS

ATV MINI BAJA 10,000

NOVEMBER 15, 1981 at INDIAN DUNES

PRO & SPORTSMAN CLASSES

80% PAYBACK FOR PROS * CONTINGENCIES AND TROPHIES TO SPORTSMAN
$10,000 in contingencies for Sportsman from ROCKY, CHALLENGER, S & W, PORT FACTORY, DURA BLUE, BASSANI, FIBERGLASS SPECIALTIES, and many more.

ENTRY FEES

SPORTSMAN: $25 by MAIL or $35 at POST PRO: $50 by MAIL or $60 at POST

CLASSES

ODYSSEY SPORTSMAN
Class 1 STOCK
Class 2 SEMI-MODIFIED
Class 3 MODIFIED
Class 4 SUPER-MOD
Class 5 UNLIMITED

PRO ATC
0-200cc
201-250cc
OPEN

PRO ODYSSEY
0-250cc
OPEN

ATC SPORTSMAN
Class 1 0-125cc STOCK
Class 2 126cc-200cc STOCK
Class 3 201cc-250cc STOCK
Class 4 0-125cc MODIFIED
Class 5 126cc- 140cc MODIFIED
Class 6 141cc-200cc MODIFIED
Class 7 201cc-250cc MODIFIED
Class 8 251cc-OPEN

ONE CO-RIDER/DRIVER IS ALLOWED BUT NOT MANDATORY

GATES OPEN AT 6:00am

TECH INSPECTION: ODYSSEYS 7:00 to 8:30am/ATC 11:00 to 12:30
ODYSSEY RACE: 9:00 to 11:30/ATC RACE 1:00 to 3:30

Mail entries to **AME**, P.O. BOX 1421, RESEDA CA, 91335 (with 2 SASE, number will be assigned by AME.) STARTING POSITIONS DETERMINED BY POSTMARK

FOR MORE INFORMATION CALL (213) 881-5778/(213) 342-1752

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THIS COUPON GOOD FOR
15% OFF REGULAR PRICE ON ANY ACCESSORY PURCHASE!
Check or cash only Minimum purchase $25.00 **(offer good Oct. 28 — Nov. 4)**
24020 Narbonne Ave., Lomita, CA 90717 (Torrance/South Bay area)
(213) 534-2311

Dirt Diggers DIRT DIGGERS MOTORCYCLE CLUB

FIRST ANNUAL

Kernville motocross DIST. 37 POINTS

AMA *Sanctioned*

- Sunday Nov. 1st
- All Classes
- $9.00 Entry Fee
- No Gate Fees!
- No Overnite Camping at Park
- Campgrounds Available Nearby
- Limed from Kernville
- All New Track
- Sign Up 7:00 a.m.
- Practice 8:00 a.m.
- Race 9:00 a.m.

INFO: (714) 376-2128

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FREE PLUGS & OIL
When you have your Honda or Husqvarna tuned and serviced and present this coupon.
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SIMI VALLEY, CALIF.
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HUSQVARNA MAICO

DE ANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60 to Theodore off ramp. All classes, 30% same day Sptsmn. trophies, 100% Pee Wee trophies. Entry $8, Pros $12, non-memb. add $2. Memb. not req. Gates open 6 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping, park open 7 days. Info 714/653-8068, 5840, 7979.

OKLAHOMA CITY MOTOCROSS
Oklahoma City, OK. Intersection of I-35 & I-40, E-bound I-40 exit eastern, W-bound I-40 exit Reno. All classes, 6 trophies/class, 150% Ex. p.b. Gates open 8 a.m., prac. 10, race noon. Entry $6, Ex. $10, gate $4. Info 405/732-0212 (Howard Musgrove).

TULSA MOTOCROSS
Tulsa, OK. 1/2 mi. N. of old Odyssey track or 1/4 mi. S. of Tulsa Drag Strip off Hwy. 169 N. All classes, 30% trophies, 100% Ex. p.b. All new natural terrain track, 128-ft. start gate. Prac. 9 a.m., riders mtg. 10, race 10:30. Entry $8, Ex. $15. Tulsa Area Motorsports, Inc. Info 918/258-1121, 6129 (Marsha Harmon).

PHOENIX MOTOCROSS
Deer Valley Cycle Park, 7th St. & Deer Valley Rd., Phoenix, AZ. All classes, 33% trophies to 5th, 100% Ex. p.b. No pit riding. Gates open 6:30 a.m., prac. 8, race 9. Entry $10, Ex. $15, admission $4, under 12 $2. Phoenix Supercross Raceway, Inc. 602/867-4769.

MOSIER MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. All classes, no pit riding or late prac. $705 guaranteed Ex. purse. Prac. 8 a.m., 1st race 9, Int. & Ex. prac. 1:30 p.m. Entry $8, Ex. $10, gate $4. Info 214/245-4693.

November 5

DRAWING FOR D-37 TRAINING WHEELS ENDURO
L.A. Dept. of Water & Power building cafeteria, 111 N. Hope, Los Angeles, CA. Starts 7 p.m. Entries rec'd. @ drawing are post & will not be inc. in drawing. Pre-entry $16 (3 loops), $14 (2 loops), $12 (1loop); post add $2, 3-rider team add $3, non-district 2 & 3 loop add $2. Mail entries w/3 SASE to TWMC, 17288 Palm Ave., Fountain Valley, CA 92708. Info 714/539-1446 (eve.), 869-5178 (days, Ben Stark).

November 6

MOTORCYCLE SWAP MEET
Orange County Fairgrounds; Costa Mesa, CA. All indoors. Bikes, parts, and accessories. 6 p.m. to 11 p.m. 24 hours info. Call 714/498-9226.

November 7-8

RUSS DARNELL MOTOCROSS SCHOOL
Dallas, TX. Info 714/980-3212.

TEXAS MOTOCROSS DOUBLE HEADER
Conroe MX Park, Conroe, TX. 3 mi. S of town to San Jacinto River. 60—Open, trophies or gift certificates to 8 places in Nov. classes. Concessions, showers, bathrooms. Entry $8, Ex. $15, gate $4. Sat. sign in 6 p.m., race 8. Sun. prac. 8 a.m., race 10. Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114, 273-2336 (track).

AMA/DRAGBIKE! DOUBLE-HEADER WESTERN FINALE
Antelope Valley Dragway, Little Rock (Palmdale), CA. All classes, 1/8 mi. Sat., 1/4 mi. Sun. O/N camping. Sat. open 11 a.m., time trials noon, main 4 p.m.; Sun. open 9 a.m., time trials 10, main 2:15 p.m. Watch $5 Sat., $6 Sun. Info 714/292-4444.

November 7

GOLDEN STATE CHAMPIONSHIP & AMA REGIONAL ENDURO
Lake Pillsbury, CA. 35th annual Cowbell. All classes inc. PP, finisher pins. AMA & D-36 cards/spark arrestors req. No rider insur. 1st rider leaves 8:01 a.m. Entry $15 mail, $17 post, $6 for 3-man team. Hayward M.C. Info 415/489-8437 (Walt Peterson).

SADDLEBACK SATURDAY MOTOCROSS
Saddleback Park, Orange, CA. All classes, $1500 Pro purse + $1200 Amateur prizes. Gates open 7:30 a.m., prac. 8:30, race 9. No memb. or mail entry req. Info 714/495-4771.

D-36 SHORT TRACK
Hills Ferry Raceway, Newman, CA. Blk. plate pts., 75% Semi-pro p.b. D-36 rules; no rider insur./pit riding. Class C trac. Sign up 4-6 p.m., prac. 5-6, race 7. Entry $10, Semi-pro $3/bike, watch $4, 6-11 $1. Info 209/538-7119, 862-2465.

November 8

ARRA ROAD RACE
Willow Springs Raceway, Rosamond, CA. N on Hwy. 14 to Rosamond/Edwards exit, left 5 mi. to track. BS/Prod./SS/GP/Classic, 250cc GP money race, extra trophies. Lic. avail. @ track. Gates open 7 a.m., prac. 8:30, race noon. Post entry $30 1st, $15 ea. add'l., gate $5. Info 805/966-5700 (Earl Smith).

D-36 MOTOCROSS
Wilson Canyon Park, Yerington, NV. Approx. 13 mi. S of town & 23 mi. E of Hwy. 395 on Hwy. 208. All classes, Semi-pro purse, trophies. O/N camping. Gates open 6-8 a.m., prac. 7, race 8:30. Entry $13, Semi-pro $3 + $15. Mason Valley M.C. Info 702/463-4476 (Glenn Sciarani).

3-HOUR TAG TEAM SCRAMBLES
Pecos River Bridge, Roswell, NM. E of town. All classes inc. Over 40, PP & ATVs; trophies. Cancer victim benefit. Minis/ATVs run 1/2 hr. Gates open 8 a.m., no prac., race 10:30. Entry $7.50, Minis/ATVs $5. Motorcycle Recreation, Inc. Info 505/624-0151 (Jimmy Allison).

CRC GOLDEN BEAR GRAN PRIX
Arroyo Cycle Park, San Bernardino, CA. Abt. 10 mi. N of town on I-15E, off @ Palm Ave., turn left & follow signs. All classes inc. ATVs, finisher pins, 20% trophies, CRC GP pts. 50-min. races on 5-mi. course. Mail entry $16, post $20. CRC memb. req. Mail entries w/2 legal size SASE to: CRC, 7601 Arlington Ave., Riverside, CA 92503. 714/689-6114 (days).

TRH FALL CHAMPIONSHIP SCRAMBLES SERIES
Bastrop, TX. I-10 to 71 N to town, 96 toward Elgin, left on 1st paved rd. past Lake Bastrop sign, follow arrows. All classes, 1st race 8 a.m. Entry $8, non-memb. $15, land use fee extra. Must ride 3 of 4 series events to qualify for o/a trophy. Reg. 3-6 p.m. Sat., 7 a.m.-12:30 p.m. Sun. Trail Riders of Houston. Info 714/465-2827 (Danny McMillon), 729-4687 (Eric Nesloney).

CRC ROAD RUNNER FAMILY ENDURO
Rand Mtn. area, CA. 2 loops, approx. 35 mi. each. C-16/Women A&B/Minis go one loop, all others go 2 loops. Entry $16 mail, $19 post, non-memb. add $4. Finisher pins, 20% trophies, CRC enduro points. CRC, 7601 Arlington Ave., Riverside, CA 92503. 714/689-6114 (days).

LODI MARATHON
Lodi Cycle Bowl, 5801 Morse Rd., Lodi, CA. All classes. Sign up 8-10 a.m., 1st race 9. Entry $10. Lodi M.C. Info 209/931-3722 (Barbara or Eddie).

AME MOTOCROSS
Indian Dunes, Valencia, CA. All classes, 30% Sptsmn. trophies, p.b. to Pros. Gates open 7 a.m., prac. 8, race 9. Post entry $10, Pros $13. AME lic. req. Info 213/881-5778.

CMC MOTOCROSS
Lake Madera, Madera, CA. All classes + 3-wheelers, 100% p.b., Parts in the Pits. No pit riding. Gates open 6:30 a.m., prac. 7:30, race 8:30. Entry $10, Pros $15, gate $5. PDT Ent. Info 209/673-3146.

OKLAHOMA MOTOCROSS
Motorcycle Raceways, Inc., Oklahoma City, OK. Btwn. I-40 & I-240, exit S. Douglas to S.E. 59th, turn E. All classes. Gates open 9 a.m., prac. 10:30, race 11:30 or 12. Info 405/681-9492 (Tommy Newman).

DE ANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60 to Theodore off ramp. All classes, 30% same day Sptsmn. trophies, 100% Pee Wee trophies. Entry $8, Pros $12, non-memb. add $2. Memb. not req. Gates open 7 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping, park open Tues.- Sun. Info 714/653-8068, 5048, 7979.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. All classes. Gates open 7 a.m., sign up 7-9, prac. 8-9, race 9. Entry $10, Pros $15. Info 714/557-3323.

CRC MOTOCROSS
Saddleback Park, Orange, CA. All classes, 2 motos ea. Cash p.b. to Pros, 30% brass to Sptsmn. Entry $10, Pros $15. Gates open 7 a.m., prac. 8, race 9:30. Memb. req. Info 213/830-7519.

JUNIPER MOTOCROSS
Juniper MX, McAlester, OK. Tulsa Turnpike (75) N on 69 (not Bus. 69). Exit 113 to E. All classes, trophies through 6th, 150% Ex. p.b. Sign in 8 a.m., prac. 9-10, race 10:30. Entry $8, Ex. $15, gate $4. Info 918/426-4533 (McAlester Kawasaki).

OAK HILL MOTOCROSS
Oak Hill MX, Alvord, TX. Between Decatur & Mt. Zion Rd. All classes, split schedule, trophies to 5th, 150% Ex. cash p.b. by moto & overall. 5 rider/class min., oversize classes will qualify to 1 class. Free O/N camping, Texas Emergency Serv., concessions, electric hook-ups ($5/weekend). Entry $8, Ex. $10, gate $4. Info 817/427-4771.

November 9

D-37 ENDURO RULES MEETING
L.A. Dept. of Water & Power building, Room 1273, 111 N. Hope, Los Angeles, CA. Date has been changed from Tues. to Mon. Starts 8 p.m. Info 714/448-8351 (Jerry Bailey).

November 11

R.A.C.E. FLAT TRACK
Corona Raceway, Corona, CA. Off 91 Fwy. @ Buchanan St. btwn. Corona & Riverside. Half-mile & TT. 30% trophies, 80% Pro p.b. Gates open 5:30 p.m., prac. 6:30, race 7:30. Entry $7, Pros $10. Info 714/689-1913, 735-1705 (Elaine Jones).

November 13

CRC NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. All classes, running Int'l., Mini & ATC/Ody tracks. Prac. 7 p.m., race 8. Entry $10, Pros $15. CRC memb. req. Info 213/830-7519.

November 14

AMA SUPERCROSS FINALS
Jack Murphy Stadium, San Diego, CA. Last race in '81 AMA Supercross Series, 4-stroke race @ intermission. Early entry 4 p.m., gates open 6, race 8. Advance tickets (avail. from Ticketron or by mail — Coca Cola Supercross Finals, 7918 Convoy St., San Diego, CA 92111) $15/$12/$9 adult, add $3 @ gate; children $9/$7.50/$6. Add $1 handling for mail order. Info 714/565-2865, charge line 800/432-3477.

PORTERVILLE NIGHT MOTOCROSS
Porterville Spinners Airport Raceway, Porterville, CA. Gates open 5 p.m., prac. 6-7, race 8. Info 209/784-8335 (Jess Land), 2825 or 8100 (Jack Roberts).

D-37/SADDLEBACK SATURDAY MOTOCROSS
Saddleback Park, Orange, CA. All classes + Vets & Women. D-37 & Prog. Pro pts., 33% trophies. 40-min. Pro motos, 30-min. Sptsmn. motos. Gates open 7:30 a.m., prac. 8, race 9. Entry $11, Pros $17. Info 714/496-8779 (Dennis Rosenberg).

November 15

D-37 TRAINING WHEELS ENDURO
Anderson Dry Lake, CA. Marked from stop sign in Lucerne. C-AA, 200/250/Open/4-stroke/Sr./Women/Sidehack/Mini/ATC. Key time 8 a.m. Mail entries $16 (3 loops), $14 (2 loops), $12 (1 loop); post add $2, 3-rider team add $3, non-district 2 & 3 loop add $2. Mail entries w/3 SASE to Training Wheels M.C., 17288 Palm Ave., Fountain Valley, CA 92708. Info 714/539-1446 (eve.), 896-5178 (days, Ben Stark).

SECOND ANNUAL TIMBER MOUNTAIN (ISDE TYPE)
Medford, OR. Off Inter. 5, W. at Medford through Jacksonville, 2nd right out of town on Hwy. 238, Jacksonville Creek Rd. follow signs. 125, 200, 250, Open

A&B, Medals & Patches. Approx. 100 miles, tech. inspec. From 2 to 10 p.m. Sat. Drawing for start on Sunday, bikes will be impounded, and desired class to M.R.A. Start race Sun. 8 a.m. Post $20, pre. $15. M.R.A., P.O. Box 1471, Medford, OR 97501 or call 503/772-6184, 772-4620.

BLUE MTN. TIMBER WOLVES HARE SCRAMBLES
Schaad's Resort, Wilseyville, CA. Limed from Jackson & Mokelumme Hill. 200/250/Open OT/Vets. Pre-entry $15, post $20. Info 209/478-3885 (Motosport), 951-5848 (J. Mairani).

RUN FOR THE SCOOTER DIRT POKER RUN
Stonyford, CA. Win a new PE250 or 1 of 9 other prizes. Start 9 a.m. Mail entry (deadline 10/31 @ noon) $25, send w/3 SASE to Sequoia Promotions, 3377 Solano Ave., Suite 404, Napa, CA 94558. Info 707/864-1577 (Fairfield Suzuki).

AME STADIUM MOTOCROSS
Indian Dunes, Valencia, CA. $1500 purse, 4-ft. 1st place trophies, new track, triple pts. Prizes, awards & drawings. Gates open 7 a.m., sign up 7, prac. 8, race 9. Mail entry $15, post $25. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

PRRO ROAD RACE
Phoenix Int'l. Raceway, Phoenix, AZ. 4 mi. S of U.S. 80 on 115th Ave. 410/550/750/Open, BS/SS/GP. Trophies. Gates open 7 a.m., new riders school 8. Entry $30, new riders $55. Info 602/272-5777 (Mike).

CPTA TONKA WINTER TRIAL
Ioco, British Columbia, Canada. W/in 15 mi. of Vancouver, BC. Beg.-Ex., sign up 9 a.m., entry $5. Info 604/936-7746 (Don Clark), 596-0757 (Graham Jackson).

ARROYO MOTOCROSS
Arroyo MX Park, Harlingen, TX. Mini-Open + Over 30 & Enduro. Trophies to 3rd, 200% Ex. p.b. Gates open 8:30 a.m., prac. 10:30, race 11:30. Entry $8, Ex. $12. Harlingen MX Assn. Info 512/428-3895.

CRC AMATEUR SUPERCROSS
Jack Murphy Stadium, San Diego, CA. All classes inc. Vets & 4-stroke. 3-ft. trophies to class winners + contingencies. Same course Pros ride. Must qualify to ride. Info 213/830-7519.

Road Runs

October 31

HIGHWAY RIDERS M.C./ CORPUS CHRISTI YAMAHA HALLOWEEN RUN
Corpus Christi, TX. Start @ 6265 S. Padre Island Dr. Plaques, trophies, Debco tour pins, 50-30-20 drawing, plaque for best costume. Reg. noon, field events 3 p.m., night time run starts @ dark, last bike out 9. Entry $4 single, $7 couple. Info 512/882-1574, 852-9584.

November 1

TRI CITY CYCLE CLUB TOUR
Tri City Cycle Center, 9041 Katella Ave., Anaheim, CA. Meet in parking lot @ corner of Magnolia & Katella. Ride to Rock Store near Malibu, free coffee & donuts. Meet 9 a.m. Info 714/821-4710 (Bill).

November 8

MILESTONE ROAD RIDE
Milestone Autobooks parking lot, 3522 Magnolia Blvd., Burbank, CA. 1 blk. E of Hollywood Way. All bikes welcome, free morning coffee. Informal ride to Ojai & back. Leave 9:30 a.m., back 4:30 p.m. Info 213/849-1294.

November 15

RUKKA RALLY
Alice's Restaurant, Hwy. 35, San Francisco, CA. 25 mi. S of town. 132-mi. road course, winner is rider w/time closest to group mean time. $500 cash to 1st place, $1500 in prizes. Start 8-11:30 a.m. Entry $5. RUKKA Rainsuits. Info 415/863-8884, 800/227-3670 (R. Mansson).

LAKEWOOD HONDAS 2nd ANNUAL POKER RUN
Lakewood, Honda, 11747 E. Carson St. at 605 Fwy., Lakewood, CA. All bikes and riders welcome. Sign ups 8 a.m., start 9 a.m. Free entry. For more info call 213/860-1354 or 714/521-7112.

ANNUAL BRITISH ROAD RUN
Rose Bowl, Pasadena, CA. 95-mi. scenic desert & mtn. hwy. course, commemorative pins to all participants, drawing, free soda & hot dogs @ finish. Meet 8 a.m., start 8:45, finish 2 p.m. (approx.). Info 213/746-0800, ext. 212 (Pat Owens), 714/996-8200 (Gene Cox).

November 28

CYCLE NEWS BARSTOW TO VEGAS III ROAD RIDE & POKER RUN
Barstow, CA to Las Vegas, NV. All motorcyclists welcome, free event stickies, finisher pins. $150 1st prize, $100 to 2nd, $50 to 3rd + CN shirts, vests, umbrellas & more. Profits to Phantom Duck legal fund & AMA Legislative Support Fund. Start btwn. 8-11 a.m. Mail entries $5 (close 11/6). Use Cycle News B to V entry form found in other part of paper. Cycle News B to V III, PO Box 498, Long Beach, CA 90801-0498. 213/427-7433.

FREE CALENDAR LISTING

Calendar listings are a free service. Please type or legibly print **all** information asked for and mail the blank or a fascimile thereof to: Cycle News Calendar, PO Box 498, Long Beach, CA 90801. All listings must be received by noon Thursday to appear in the following week's Cycle News. No phone calls, please; we can only accept items in writing. You may include an event flyer in addition to the Calendar blank.

Event date: _____ Type: _____

Location/directions: _____

Sponsoring club/promoter/sanction: _____

Classes/trophies/purse: _____

Additional info: _____

Gate/practice/race times: _____

Entry fees: _____

Your name: _____ Phone number for info (with area code): _____

INTER·SHOWS
P.O. Box 2910 • Mission Viejo, California 92690

Orange County's Largest
INDOOR MOTORCYCLE SWAP MEET
Friday Nov. 6

Clean out your spare parts and make extra cash. Sell to customers who are looking for your accessories. Old or new parts and accessories may be sold or anything related to the motorcycle world. Selling spaces cost only $15.00 each for a 10' X 10' space, with prime front and wall locations available for $25.00 per space. Also if you have a motorcycle you would like to sell, we have space available in our well lite outside patio area for only $10.00 per space. Vehicles may drive into the building for easy unloading, then remove vehicle to exhibitor parking lot. All reservations must be made by mail in advance. Simply mail your check to us, indicate the event and we will confirm your space by mail and send all additional information needed.

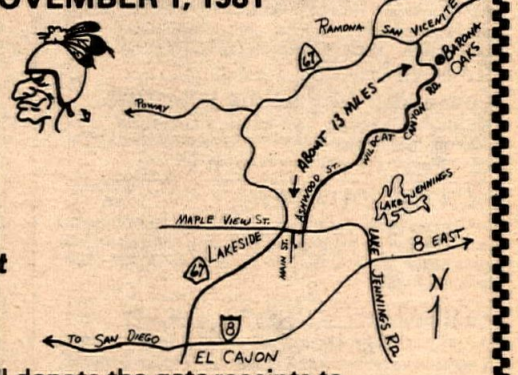
6·11:00 P.M.
ORANGE COUNTY FAIR GROUNDS
COSTA MESA
TUES. & THURS.
10AM - 2PM
(714) 498-6861

24 HOUR INFORMATION CALL (714) 498-9226

$1 EXCLUSIVE $1
INTER·SHOWS
$1.00 DISCOUNT
GOOD ONLY AT NOVEMBER 6 SWAP MEET
ORANGE COUNTY FAIRGROUNDS, COSTA MESA

Advertising that Works

CMMC HOME OF CHAMPIONS
CALIF. MINI MOTORCYCLE CLUB
Presents The
"JACK CLAWSON MEMORIAL"
ALL PRO RACE
BENEFIT
125cc 250cc
SUNDAY, NOVEMBER 1, 1981
BARONA OAKS
100% Pro Pay Back
Entry Fee $25.00, Pros Only
No Mail In • Sign Ups 7:00 a.m.
Gate Fee $3.00 Adults
Pancake Breakfast $2.00
(Sausage, Eggs & Pancakes)
Free Camping Saturday Night
FOR INFO: (714) 286-3095
or (714) 440-7935



• The Barona Tribal Council will donate the gate receipts to the "Home of Guiding Hands," Lakeside, CA
• Amateurs Ride Regular Race Day Course After The Pro's

RIDE AWARE

NMA
NATIONAL & REGION ACTIVITIES
SANCTIONS – MEMBERSHIPS
CONTACT NMA P.O. BOX 46 NORWALK, CA 90650 213-868-8112
NATIONAL MOTOSPORT ASSOCIATION
MINICYCLE – MOTORCYCLE
MOTOCROSS

10th Annual KAWASAKI WINTER NATIONAL MINICYCLE & SCHOOLBOY OLYMPICS
Flat Track TT Scrambles
Motocross
Hare Scrambles
Nov. 26 thru Nov. 29 THANKSGIVING WEEKEND
For Pre-Entry Packet Write:
Winter Nationals
6430 16th Street N
St. Petersburg, FL 33702

WANT ADS

Help Wanted

!!!HUSTLER WANTED!!!
Ambitious, aggressive, experienced salesman wanted for Southern California area. If you are a real hustler — and are already carrying a couple lines of products, we would like to talk to you! Contact: JOhn Linden, SUDCO INTERNATIONAL (213) 747-5173. (243/TFN)

HELMET SALES
Major manufacturer seeks experienced reps. Other product lines OK. Protected territory, repeat busienss, high profits. Mr. Traver 1-(800) 854-2096. In California (714) 423-5720. (143/44)

SALES REP WANTED !
J&D DISTRIBUTING has Bay Area/NOrthern Calif. territories available for experienced representative or person with motorcycle dealership background. Contact Roger Selby (415) 595-0283. (143)

Parts/Accessories Salesperson
Yamaha and/or Honda experience, good working atmosphere. DICK ALLEN YAMAHA HONDA, Newhall. (805) 259-4616. (243/TFN)

HONDA MECHANIC
Experienced mechanic with accessory mounting background. One of Orange County's largest dealerships with year round work. Contact Steve (714) 978-6381. (343/44)

R & D COORDINATOR
San Fernando Valley motorcycle parts manufacturer seeks assertive person to assist in scheduling and designing of projects in R & D. Must be familiar with lathe, mills, and testing procedures. Dyno room experience a plus. Supervision experience necessary. Benefits include paid medical, credit union and liberal profit-sharing. Send resume or call Rose Mary,

KERKER, 7900 Deering Ave., Canoga Park, CA 91304. (213) 999-3060. (242/TFN)

General Manager/Store Mgr.
Must be experienced. We provide excellent pay plan, company benefits. BURBANK KAWASAKI (213) 848-6630. (242/43)

Yamaha Service Manager
Experience preferred. Good pay, benefits. YAMAHA LOS ANGELES (213) 747-0348. (240/43)

Motorcycle Parts Man
Must be experienced, good shop, 17 yrs. Honda dlr. Ask for Stan or Mike, VALLEY MOTORCYCLE SALES, 660 El Cajon Blvd., El Cajon (714) 442-0941. (242/TFN)

Honda Mechanic Wanted
Our shop, located on the beautiful Texas coast, is looking for experienced mechanics who have their own tools, If you are success orientated, and enjoy good pay and working conditions, this is an excellent opportunity!! Company will provide uniforms and insurance. Contact Allan Pagan, PAGAN-LEWIS HONDA, Corpus Christi, TX (512) 888-8211. (242/TFN)

SERVICE MANAGER WANTED
Qualified person, Yamaha experience, salary plus commission. Contact Don at BELLFLOWER YAMAHA (213) 925-5097. (240/TFN)

Kawasaki Mechanic Wanted
Five day work week, year round employment, paid vacation, health insurance. RINCON KAWASAKI (714) 884-6481. San Bernardino area. (343/44)

PARTS COUNTER
We have an opening for an experienced Suzuki parts man (with 2 years experience). Excellent wages and job opportunity. Call PASADENA SUZUKI (213) 795-4129 days, ask for Kirt. (243/TFN)

PARTS/ACCESSORY HEAD
KAWASAKI OF RIVERSIDE has a management slot for an aggressive, experienced person to help us grow. If you have a minimum of three years experience, and think you can run a large parts department, then there is a high earning potential here! Permanent, paid vacation and medical, plus bonus program. Call Peter or Dan (714) 683-8839. 1605 University Ave., Riverside, CA 92507. (241/43)

LOT MAN WANTED
Must be able to put in a full day's work. Ask for Warren (213) 787-0110. (241/43)

SERVICE WRITER WANTED
Must be personable, able to talk with the public. Salary plus commission. Ask for Warren (213) 787-0110. (241/43)

SERVICE MANAGER WANTED
Min. 5 years experience. Honda / Kawasaki. 5 days a week. Modern, large dealership. Palm Springs area. OASIS HONDA/KAWASAKI (714) 324-5633 Jack. (239/TFN)

SALES REP WANTED
Call on dealers with profitable, exciting new Roamer/Porsche helmet line, plus complete accessory line. Contact Mr. Abrams at INTERSTATE ACCESSORY, INC. (213) 888-3380. (242/44)

Wanted: Honda Mechanic
Orange County's fastest growing dealership needs experienced mechanics. Excellent benefits, year round employment! Contact Hal at (714) 531-0742 or (213) 924-6006. (238/TFNE)

● ●HONDA MECHANIC● ● ●
Must be experienced, have own tools & have attitude for complete customer satisfaction. Excellent company benefits include profit sharing. Good pay & working conditions. Contact Service Department — KOLBE CYCLES, Reseda, CA. (213) 345-7616. (242/TFN)

★ ★TUSTIN HONDA★ ★
In Orange County has an opening for an experienced Honda parts person. Excellent pay and benefits including paid health insurance. TUSTIN HONDA, 100 N. Tustin Ave., Tustin, CA 92680. (714) 558-9393. (242/43)

Business Opportunities

AMERICAN MOTORCYCLE SCHOOLS, INC.
Start an exciting career as a:

Motorcycle Mechanic
"The California School of the Professionals"

Residence or Home study

If you're serious about becoming a top-notch motorcycle mechanic, you'll want the best possible training available. You can't afford second best and neither can we. If you think you have what it takes to become a professional...

Call toll free 1-800-423-4678

Calif. Residents call collect (213) 944-0123. AMERICAN MOTORCYCLE SCHOOLS, 10025 Shoemaker Ave., Santa Fe Springs, CA 90670. (49/TFN)

Motocross Track For Sale
Spring Creek Motocross Park in Minnesota. One of Nation's top tracks — irrigation system, drop back gate, fenced. Serious inquiries only. Call Perry, (507) 753-2916. (142/43)

Suzuki Triumph Dealership
Medium-sized dealership in L.A. area with volume sales. Associated with largest dealer in So. California. Will finance including stock & equipment. Very reasonably priced. Divorce forces sale. Call (213) 992-0447 after 7 p.m., or send inquiries to CYCLE NEWS, P.O. Box 498, Dept. SC, Long Beach, CA 90801. (239/TFNE)

Suzuki and Wetbike Franchise
Health forces sale of Suzuki motorcycle and Wetbike Franchise. Also Wetbike rentals. All offers considered. Let's deal!! (602) 855-7032, Lake Havasu, AZ. (343/TFN)

HALF PRICED!!
Dealer's new Husqvarna inventory. Includes parts, tools, sign, bins, manuals. Current dealer cost $30,000. Sell for $15,000. Call Ed after 5 p.m. (805) 252-8249. (340/43E)

★ ★ASTEROIDS★ ★ ★
Like new. Other coin-operated video-game models too. P/P (213) 434-8862 or (714) 776-0246. (543)

HONDA DEALERSHIP
Santa Cruz, California. Send inquiries to: P.O. Box 66985, Scotts Valley, CA 95066. (142/45)

★!★ CB900F Bol D' Or ★!★
European model, lic. in CA. Show stopper, racing discs, smooth bores, S&W strokers, 200w of lites, Martek 880 ignition, machined rearsets foot controls, cases, turn-signal mts. Lovingly maintained by fanatic. $4849 O.B.O. (213) 457-3589. (341/42)

1981 490 Maico
Fox Shox, Wheelsmith pipe, Sun rims, many extras, excellent condition, $1700.00. (805) 528-3348. (341/42)

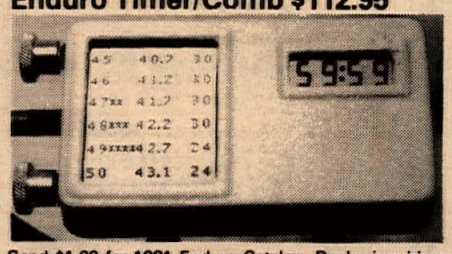
1980 RM80 SUZUKI
Excellent condition, extras, orig. owner, $425. (213) 332-7122. (341/42)

Pirelli Phantoms
All sizes in stock, large supply, will ship. Good prices. (518) 869-1278 (543)

1979 YAMAHA 175 ENDURO
Monoshock suspension, street or trail, runs perfectly, very clean and stock, $795.00. Call evenings (213) 894-4793. (143)

KAWASAKI-RICKMAN 1000
'79 Yoshimura built, Michelins, Lockheeds, Morris, cooler, stainless, quartz, cyberlite, perfectly maintained, never abused/raced. $4000 or trade. (213) 656-4194. (143/44)

Enduro Timer/Comb $112.95



Send $1.00 for 1981 Enduro Catalog. Dealer inquiries invited. CLAIREMONT CYCLE SUPPLY, 4461 Clairemont Mesa Blvd., San Diego, CA 92117. (714) 272-1162. (243E)

'79 Z-1R Kawasaki "Super Clean"
"Must see to appreciate." Oil cooler, S&H shocks, Kerker pipes, custom rear sets, Tracy body, fuel inj. — lots more! Only 4,000 mi. Asking $3500. (805) 987-1488 after 7 p.m. (343/48)

1981 Yamaha 750 Seca
4 months old, under warranty, expertly maintained, must sell, $2,595. (714) 524-0357. (143)

1980 Yamaha 465 YZ like new
Hardly ever ridden. Call after 5:00 p.m., Jerry (714) 685-5733. (143)

Kawasaki GPZ 550 stock $2175
One year warranty. 4000 miles, must sell. (715) 442-5385. (143E)

H-P proven cylinder headwork
Porting & airflow testing. Street and racing. Hard Ceet installation. Complete machine shop. BAISLEY HI-PERFORMANCE, 5804 N. Interstate, Portland, OR 97217. (503) 289-1251. (143/46E)

NEW ATC 250R
Vented number plate with screens available red or white, $13.95. Vented front fender. Don't lose valuable horsepower to heat. Honda Red $36.95. See your dealer or contact WFO, P.O. BOx 6115, Huntington Bch., CA 92646. (714) 964-1192. (243E)

★ Russ Darnell MX School ★
November 7 & 8 Dallas, TX — December 5 & 6 Oklahoma City, OK — December 12 & 13 Bakersfield, CA — December 28 & 29 — Saddleback, CA — December 28 & 29 Phoenix, AV — December 30 & 31 Indian Dunes, CA. (714) 980-3212. (243/TFN)

'73 Hodaka 125 Combat Wombat
Like new condition, hardly ridden, dependable, great wife's bike. $225. (213) 925-6474. (143)

R/60/5 BMW
$1200.00 O.B.O. Runs good, Suz. Jr. 50 mod., $200.00. Very fast, Honda M.T. 125, new top end, $250.00. (805) 251-6479. (143)

1980 YZ125G
Ported, Boyesen Reeds, 250 rear shock, very fast and very clean. $795 or make offer. Also for sale O'Neal plastic boots, size 10½. (213) 630-5603. (143)

1980 Yamaha Trimoto
Ridden two times, $775 or best offer. (213) 630-5603. (143)

(2) Yamaha '81 Enduro 175
Lo miles, like new, one or both. (213) 799-5737. (143/44)

Yamaha Trimoto — IT175 —
Lectron carb., Bassani pipe, Barnett clutch. FAST! $900.00 OBO. (714) 772-4893. (143)

2 '80 KDX 175s
One runs great, 850 mi., other less engine. $900.00 for both OBO. 1980 KDX 80 used very little, $400. 1979 XR 80 Honda, $200.00. (805) 486-7487. (143)

1978 Husqvarna 250 OR
Runs great, excellent desert or trail bike. $725.00 OBO. (213) 679-6333. (143)

XR185 FORKS
$125.00. Terry kit, aircaps, excellent condition. (714) 724-7962. (143)

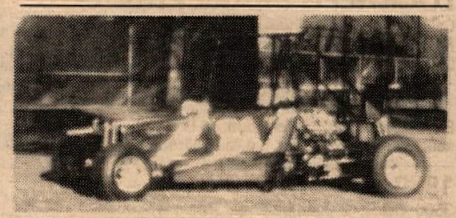
TZ 250 B
Slicks, fairing, spares, needs radiator — $800. Dan work (408) 293-1920, home (408) 251-5181. (143/46)

FRESH AND TOUGH
1973 Mazda B1600 truck, 4 cyl., 4 spd. Fresh bore, pistons, brgs., vlves, carb. Plus air shocks, H.D. rad., alum. wheels. Very clean and solid. $2100 OBO. (213) 322-6618. (143/44)

'78 KAWASAKI KL250 four stroke, $800.00 — Two valve Jawa runs excellent, $995.00. (714) 682-1030. (143)

'80 KTM MC80 WORKS Supercrossers. Internal Motoplat, new tires, spare frames (2), forks, swingarms, motor. Almost enough for another complete bike, $1,650 for all. May deliver. (415) 726-5903. (143/44)

1978 XT500 MOTOR. Needs top end repair. Best offer. (602) 287-5129. (143/44E)



MINI SPRINT RACE CAR 550cc Honda, spare tires, run run at Ascot and Corona. Fast and low dollar to run. Call after 5:00 p.m. $1800.00 or offer. (213) 867-5350. (143)

New Gypsy Scout Radar Unit
Kal-Garded mag wheels, 4 Mikuni 26 carbs, Amco rack w/Luftmeister trunk. (714) 757-4925. (143/44)

XR500 CYLINDER HEADS
3 years experience porting and flow testing this head. P.O. Box 2838 Petaluma, CA 94953. (707) 763-7519. (143/46E)

'71 YAMAHA 360 dirt bikes, runs good, $290.00. (714) 546-7387. (143)

★ ONE OF FIFTY ★
1978 Ducati 500SS Desmo, 4,500 miles with spares. $3000 or B/O. Call for details (415) 534-2763. (343)

★ '78 YAMAHA YZ 250 ★
Super clean, White Bros. front & rear susp., extra desert tank. $750.00 or best offer. (714) 970-1687. (143)

1976 Yamaha YZX 125 & YZ 175
Trick suspension, fast, dependable, hardly ridden, $425 & $375. After 5 p.m. (213) 978-0213. (143/44)

'78 MAICO 250, extremely great shape, many extras, $800.00. (714) 536-0498. (143/44)

'81 YAMAHA YZ 465H
Excellent condition, forks and shock done by Staten, $1,400. (714) 685-6578 after 5 p.m. (143)

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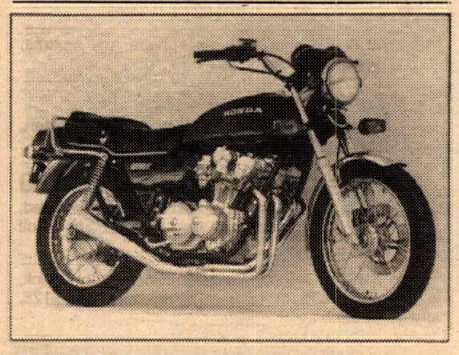

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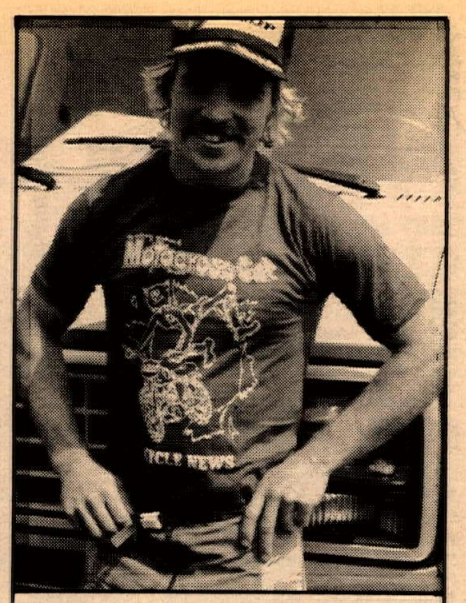

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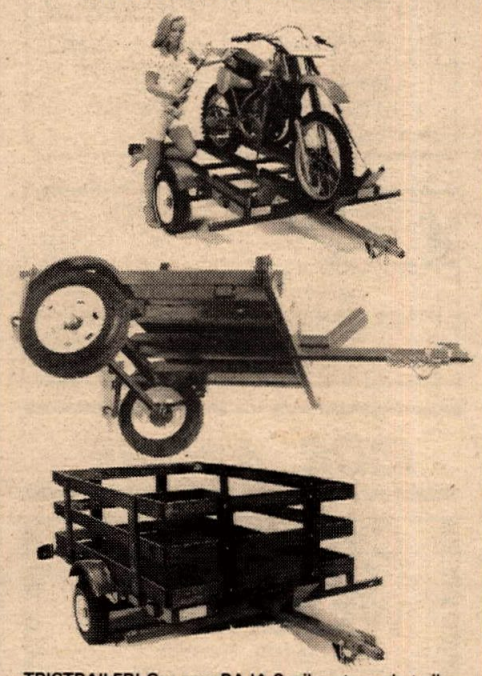

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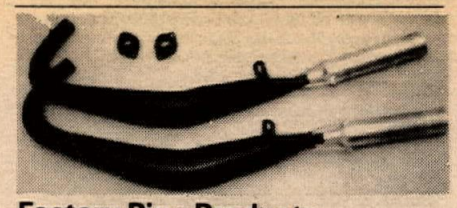

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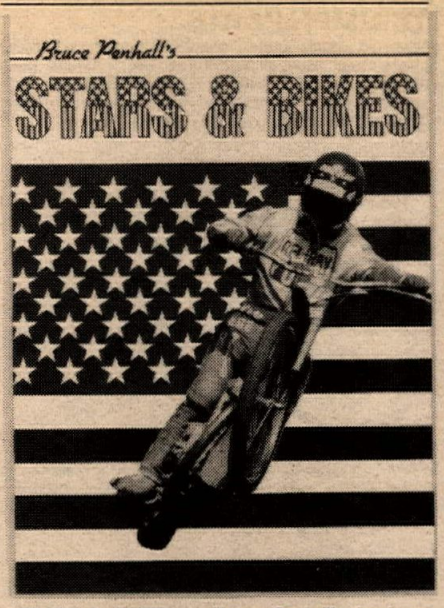

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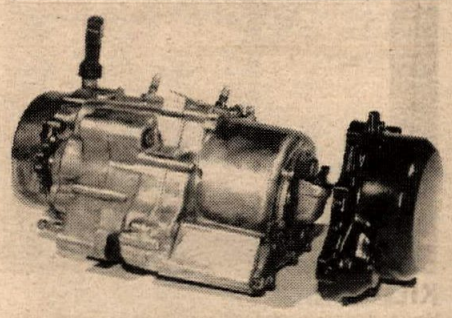

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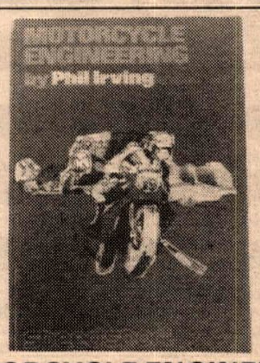

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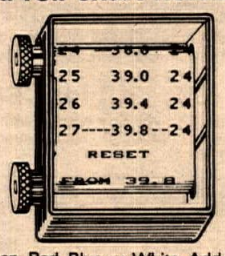

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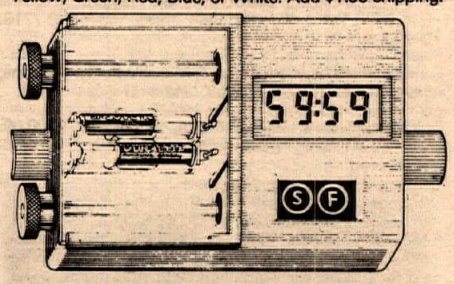

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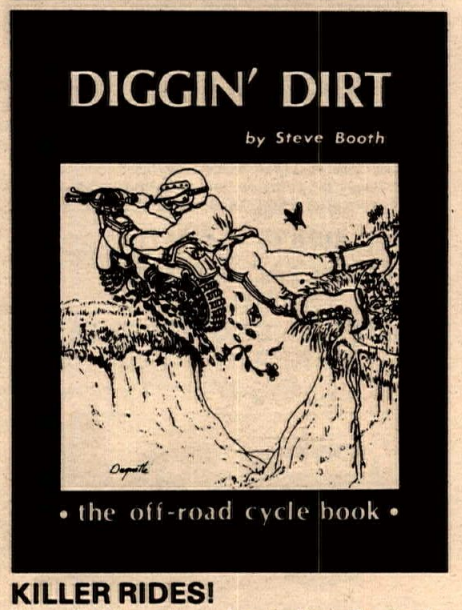

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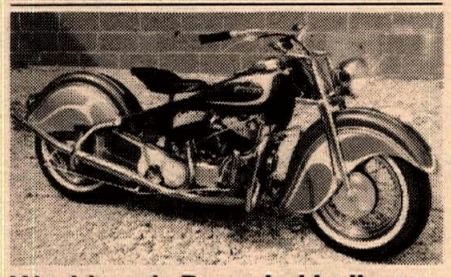

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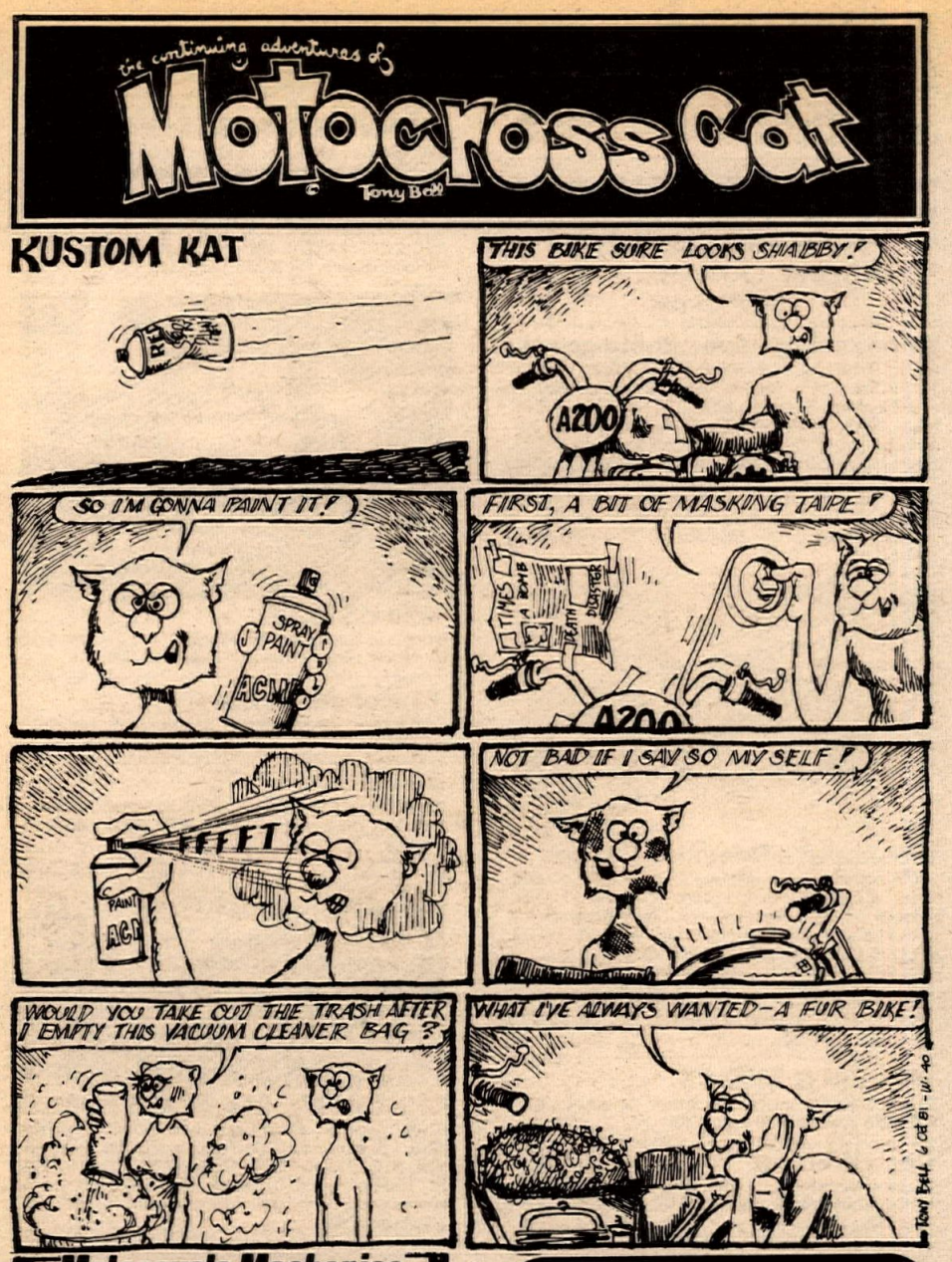

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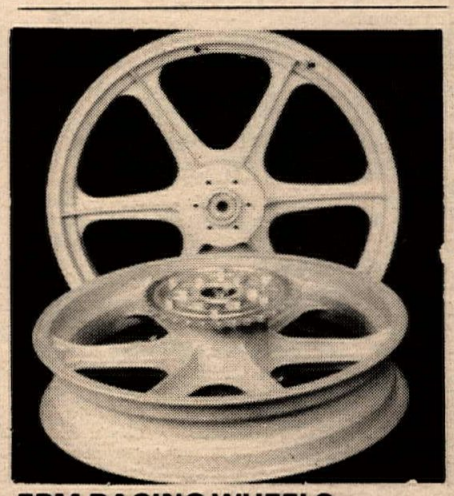

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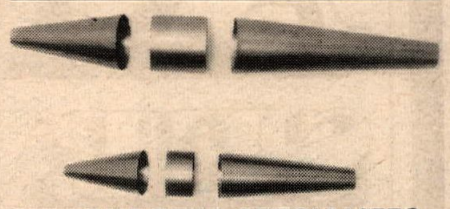

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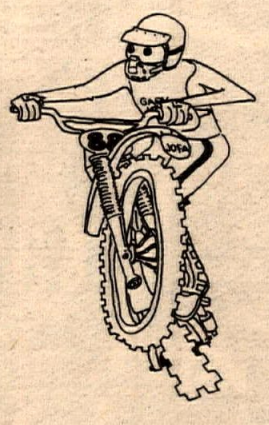

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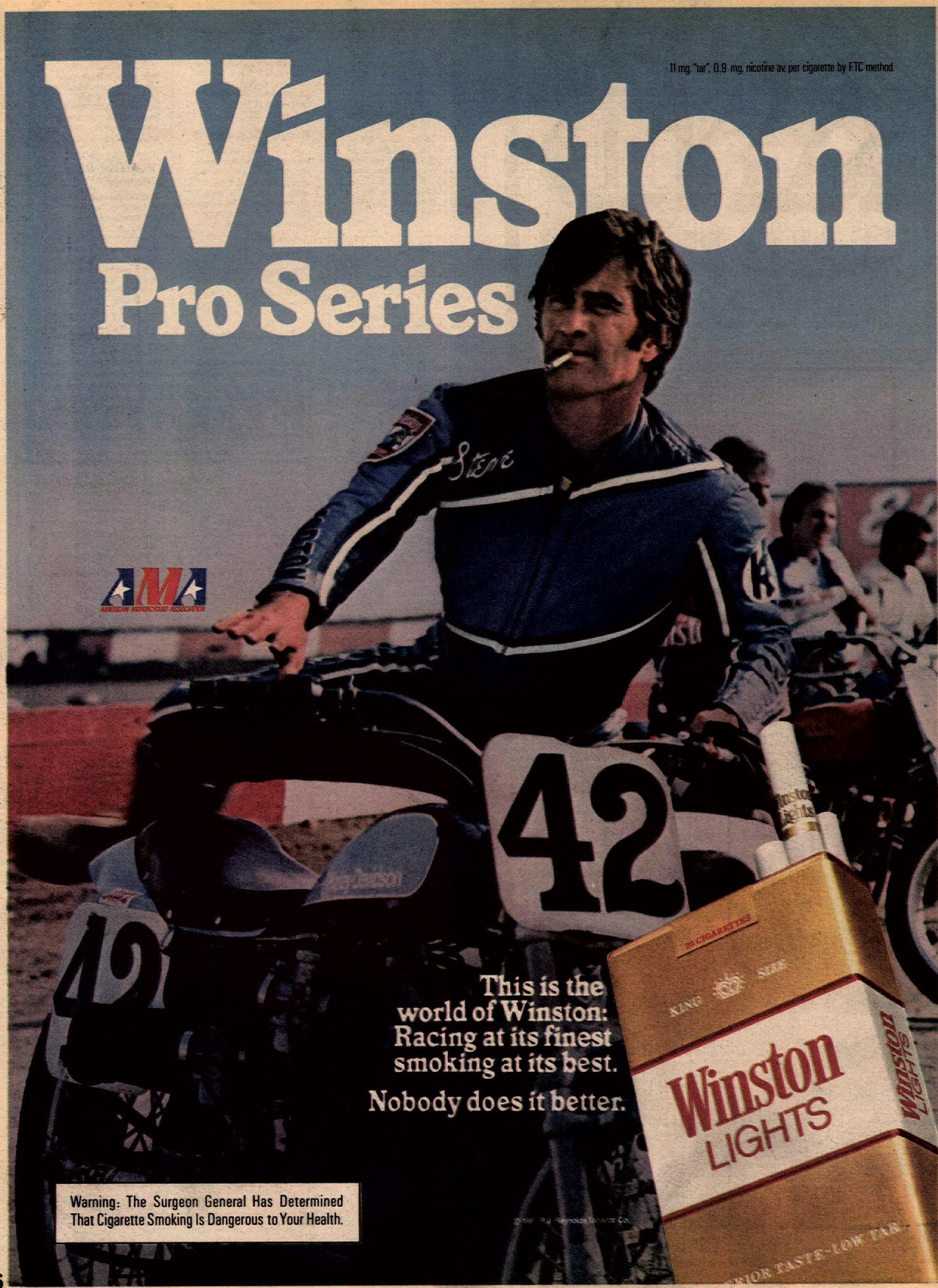
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